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THE NEW-YORK HISTORICAL SOCIETY

THE JOHN WATTS DEPEYSTER PUBLICATION FUND

XLIX

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OF

THE NEW-YORK HISTORICAL SOCIETY

FOR THE YEAR

1916.

THE JOHN WATTS DEPEYSTER
PUBLICATION FUND SERIES

140456
19/10/16

NEW YORK:
PRINTED FOR THE SOCIETY
MDCCCCXVI

F
116
N63
1916

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PREFACE

THIS volume contains the proceedings of a Board of General Officers of the British Army at New York, appointed by Sir Henry Clinton, August 7, 1781, to consider the expenditure of public money in the different departments established by him when he succeeded to the command of the British Army at New York.

The volume is of great local interest, and has among other items a return of men, women and children in the British Regiments victualled in New York, in the Civil Department and in Foreign Regiments, with Muster Roll of Assistants, Overseers, Coopers, Laborers, Artificers in various departments and where employed, and covers Brooklyn and this city; also list of vessels, giving names of masters, and a comparative view of the expenses in different departments of the Army from December 17, 1775, to December 5, 1781, under Sir William Howe and Sir Henry Clinton.

The original manuscript volume is in the Archives of the Society.

PROCEEDINGS OF A

BOARD OF GENERAL OFFICERS

OF THE

BRITISH ARMY AT NEW YORK, 1781

New York 19th July, 1781

Major Drummond

to His Excell^y Sir Henry Clinton

SIR:

From the small investigation I have as yet been able to make into the Accounts and Expenditures in one or two Departments of this Army, there appears to me no other certain method of diminishing the very heavy Expences attending on them but that of immediately taking the Vessels, Batteaux and small Craft with the Horses and Waggons out of the hands of Departments and place them in those of Government, by which means the immense charge incurred at present for the hire of Vessels, Waggons and Horse Train will be in a great measure saved, as in that case Government cannot suffer any other charge but simply those for the pay of Drivers, and the hire of proper persons for the management of the Vessels, with some necessary Contingent Expences to replace such Horses as may die or be rendered unfit for service, to repair Waggons, and to refit the Vessels, &c.

Government I apprehend from this mode will be eased of very considerable Expences. For not withstanding the present heavy charges incurred for the current Services of the various Departments, Government must still be considered as answerable for and at the risk of all losses under every head and of every kind.

I believe upon Calculation it will be found that all the Horses, Waggons, Vessels, &c which may be found necessary to be employed for the use of the Army under Your Excellency's Command, might be purchased considerably within one Year's hire of the present cost and Establishment.

I am extremely sensible that many objections will be thrown in the way to bar any proposal of this kind, setting forth the improbability that such a Scheme will ever answer should it be put into execution; I foresee that many obstacles may be framed to counteract such a design, but I have to assure Your Excellency, upon mature deliberation, that a plan might be

adopted in this respect, which I am persuaded would fully answer the purpose of reducing the present enormous charges; I may possibly be too sanguine, but I confess the feasibility of what I propose strikes me in the most sensible manner.

I should humbly propose that a Board of General Officers might assemble to enquire whether this proposal is practicable and should it appear to them that it would answer the end which I know Your Excellency has ever had so much at heart, that of diminishing the enormous expence of the Army, I should humbly propose that a Comptroller with two or three Officers of Rank should have the entire management of all those matters, under the stile or form of a Board of Works or whatever denomination may be thought most proper.

I have taken the liberty of submitting the above observations to your Excellency's perusal; the motives that have actuated me upon this occasion are solely the publick good, and in consequence of the very urgent orders that have been transmitted to me from the Right Honorable the Lords Commissioners of His Majesty's Treasury through Mr. Robinson their Secretary, which specify in so particular and forcible a manner, their confidence and trust that I would give Your Excellency every information in my power; and that I should follow all such Rules and directions as I might receive from Your Excellency from time to time; and that with the assistance of Your Excellency I should use every means in my power to curtail all improper charges to prevent unnecessary expences, and to see that the respective Services are carried on with due & proper Oeconomy.

I have the honor to be with the utmost respect
Your Excellency's most faithful & obedient H^ble^ Servt

DUN^N^ DRUMMOND.

Head Quarters New York 7th Augt 1781.

SIR:

I am directed by the Commander in Chief to lay before Your Excellency the enclosed paper and to request you will have the

goodness to let me know at what time and place the General Officers &c shall attend you.

I have the honor to be &c &c

Ol De Lancey
Adj^{t} Genl

Lieut. Genl Robertson.

His Excellency the Commander In Chief is pleased to direct that a Board, to be composed of the following General Officers &c &c or as many of them as can conveniently attend.

His Excellency Lieut. General Robertson President
Lieut. General Campbell
Major General Paterson
Brig^{r} Genl The Earl of Lincoln
Brig^{r} General Birch
The Honble Andrew Elliott and
The Honble Henry White Esq^{rs}

do assemble at on and receive such information as Major Drummond Commissary of Accounts shall lay before them, touching the Expenditure of Publick Money in the different Departments, which the Commander in Chief found established in this Army, upon his succeeding to the Command of it. And His Excellency requests, that after the Board have duly Considered the same they will be pleased to report to him, in writing their opinion thereon.

Proceedings of a Board of General Officers Summoned by Order of His Excellency Sir Henry Clinton Commander in Chief &c &c

At New York 10th August 1781, Viz^{t}:

Present His Excellency Lieut Genl James Robertson, President
Lieutenant General Campbell
Major General Paterson
The Honble Andrew Elliot } Esq^{sr}
The Honble Henry White }

His Excellency General Robertson having read Sir Henry Clinton's Letter of 7th August, 1781 and Major Drummond having laid before them sundry Papers, agreed on writing the following Letter or Report to His Excellency the Commander in Chief Viz^{t}:

New York 10th August 1781.

SIR:

We have the honor to inform Your Excellency from the cursory view which we have taken of the papers laid before us by Major Drummond, it appears proper that an exact Muster be immediately taken of all persons employed in the Vessels and Boats belonging to the different Departments in Government pay, and that a Survey be taken of those Vessels.

That a Muster be likewise taken of all the Conductors, Waggoners, Labourers and Artificers belonging to the different Departments and a Survey to be made of the Waggons charged to Government, and the state of them.

The Commissary General to give in a Return of the Rations drawn for the above people, their Wives and Children.

I have the honor to be in the name of the Board,

Sir, &c &c

JAMES ROBERTSON

His Excell^{y} Sir Henry Clinton
Commander in Chief, &c &c &c

The Board adjourned till Tuesday.

Tuesday August 14th, 1781

The Board met at General Robertson's agreeable to their Adjournment last Friday.

Present His Excellency Lieut. General Robertson
Lieutenant General Campbell
Major General Paterson
Brigadier General Birch
The Honble Andrew Elliot } Esq^{sr}
The Honble Henry White }

His Excellency General Robertson read the Commander in Chief's Answer to the Report of the 10th instant as follows:

Head Quarters August 10th, 1781

SIR:

I am honored with Your Excellency's letter of this date, and in answer to it I am to request that the Board will be

pleased to do every thing they judge requisite, and issue to the different Department what directions they think necessary to come at every information they may require in the course of their Proceedings; and the Department shall have my Orders to pay every requisite obedience thereto a Copy of which is inclosed.

I have the honor to be &c &c

H. Clinton

His Excellency
Lieut Gen[l] Robertson.

The following is a Copy of the letter alluded to in the preceding which the Commander in Chief ordered to be wrote to the Heads of the different Departments Viz[t]:

Head Quarters New York 10th August 1781

Gentlemen:

The Commander in Chief has thought proper to appoint a Board of General Officers &c of which His Excellency Lieutenant General Robertson is President, to receive from Major Drummond Commissary of Accounts such information as he may think most proper to give them, relative to the expendature of Publick Money by the different Departments, and as it may be necessary for the Board in the Course of their Proceedings to give directions, and to call upon the Principals of the several Departments for information in order to facilitate the Business they are sitting on, it is the Commander in Chief's desire that the Departments will be pleased to pay every requisite attention to such orders as the Board may think proper to give for this purpose.

By order of His Excellency

John Smith
Sec[ty]

To the Principal Officers of the
Several Departments of the Army.

Upon a Review of the Papers laid before us by Major

No 1 Comparative View of Expences in different Depart-

SIR WILLIAM HOWE

Barrack Master's Department

1775 Dec 31st to June 30th 1776	Paid Brigad Gen[1] James Robertson.....	
1777 Mar 29 to June 6th 1777	Paid George Clarke Esq.....	
1778 May 10	Paid George Clarke Esq.....	40061– 6–7
14	Captain Paine.....	16060– 6–0
15	H. Robinson.....	1855– 0–6
	For 2 Years and 5 Months.....	

Commissary General of Stores and Provisions

1775 Dec 31	Paid Daniel Chamier Esq.....	
1776 June 4	Paid Ditto	
1777 March 29, 30	Paid Ditto	
1778 April 25	Paid Daniel Weir Esq.....	50805– 9–6
May 5	" Do	9245– 6–8
" 12	Do Do	85943–17–8¼
	For two years and 5 months.....	

Quarter Master General's Department

1775 Dec 13th to 1776 Dec 31	Paid Colonel Sheriff at Sundry times.....
March 31st to Dec 31st 1777	Paid Colonel Sheriff & Sir Wm Erskine.....

Drummond they are as follows:

ments from 31st December 1775 to 31st December 1780

24796– 3–6¼	
21087– 7–9	
57976–13–1	
	103860– 4–4¼
2228– 1–3¼	
10317–12–3¾	
71764– 3–6	
145994–13–10¼	
	230304–10–11
161040–19–7	
217645– 1–2½	

Jan 14th to to May 14 1778	Paid Sir Wm Erskine & Colonel..... Sherriff
	Two Years and five Months.....

Engineer's Department

1775 Dec 31 to Dec 31 1776	Paid Capt Montrezor & Capt Dixon.....
Jan 1st to Dec 31 1777	Paid Ditto Ditto .....
1778 May 12 14 16	Paid Capt Montrezor.....
	Two Years and five Months.....

SIR HENRY CLINTON

Barrack Master's Department

1778 May 26 to Dec 31	Paid Colo. Clarke.....	
1779 Jan 1 to Dec 31	Paid Ditto	
1780 Jan 1 to Dec 31	Paid Colo. Clarke.....	89569– 5–9½
	Paid Major Crosbie.....	75000
	For Two Years and 7 Months.....	

Commissary General of Stores and Provisions

1778 May 25th to Decem 30	Paid Daniel Weir Esq at New York.....
	Do for Rhode Island & Halifax.....
1779 Jan 1st to Dec 31	Paid Daniel Weir Esq at New York.....
	Rhode Island.....
	Halifax.....

127212–11–0	
	505898–11–9¾
52387–19–0½	
40752–12–5¾	
33577– 1–2½	
	126717–12–8¾
18025– 0–7	
219640–11–6¾	
164569– 5–9½	
	402234–17–11¼
210000	
12000	
	222000–
360000	
30000	
17521–18–3	
	407521–18–3

1780 Jan 1st to Dec 31	Paid Ditto at New York....	480000
	Ditto for So. Carolina....	95000
	Ditto for Halifax.....	20200

Deduct for Rum bought and paid for here, which was not done before, suppose 5000 Puncheons a year at a Dollar pr Gallon on an average is about.....

Deduct further for Provisions bought here and increase of Forage suppose.....

For 2 Years and 7 Months.....

Quarter Master General's Department

1778 May 26 to Dec 31st 1778	Paid Sir William Erskine.....
Jan 1 to Dec 31st 1779	Paid Sir William Erskine.....
	Lord Cathcart.....
Jan 1st to Dec 31st 1780	Paid Lord Cathcart.....
	Gen Dalrymple.....
	Capt Savage at Rd Island.....

For Two Years and Seven Months.....

Engineer's Department

May 26th to Dec 31st 1778	Paid Major Montrezor.....
1778 Oct 1st to 31st Dec 1779	Paid Capt Alex Mercer.....
Jan 1st to Dec 31st 1780	Paid Ditto .....

Two Years and Seven Months.....

595200	
1224721–18–3	
240000	
984721–18–3	
100000	
	884721–18–3
	215482–15–7
169451–15–4	
156010–15–0	325462–10–4
77928–18–5	
153321–11–5	
51556– 9–3	282806–19–1
	823752– 5–0
	39228–16–6½
48860– 4–3¾	
49813– 3–1¾	98673– 7–5¾
	137902– 4–0¼

No 2 State of the Difference in Sundry Departments in Sir

Sir Henry Clinton — Amount of Barr^{k} Mr Gen$^{l's}$ Depart. from 26th May 1778 to 31st Decemb^{r} 1780 2 years & 7 Months.....

Sir William Howe — Amount of Ditto from 1st Jan^{ry} 1776 to 26th May 1780 2 Years & 5 Months.....

Amount of Commiss^{y} Genl of Stores & Provis^{ns} from 26th May 1778 to 31st Decemb 1780 2 Years and 7 Months.....
Amount of Ditto from 1st Jan^{ry} 1776 to 26th May 1778 2 Years & 5 Months.....

Amount of Quart Mr Gen^{ls} Depart from 26th May 1778 to 31st Dec 1780 2 years & 7 Months.....
Amount of D^{o} from 1st Jan 1776 to 26th May 1778 2 years & 5 Months.....

Deduct ⅓ to bring Sir Henry Clinton's time and Sir William Howe's upon the same footing.....

On the above three Departments there is an encrease of £847097–2–9¼ in two Years & seven Months

Amount of Engineers Department from 26 May 1778 to 31 Dec 1780 2 years & 7 Months.....
Amount of Ditto from 1st Jan 1776 to 26th May 1778 2 years & 5 Months.....

Gross Amount of Warrants as taken from the Secretary's

From 26th May to 31st Dec 1778.....
From 1st Jan to 31st Dec 1779.....

William Howe and Sir Henry Clinton's Command

402234–17–4½	
103860– 4–4½	Encrease
	298374–13–7
884721–18–3	
230304–10–11	
	654417– 7–4
823752– 5–0	
505898–11–9¾	
	317853–13–2¼
	£1270645–14–1¼
	423584–11–4
	£847097– 2–9¼
137902– 4–0½	
126717–12–8¾	
	11184–11–3½

Office

£580043– 3–8	Seven Months
1375054–12–1¼	Twelve Months

From 1st Jan to 31st Dec 1780.....

Sir Henry Clinton's time.....
From Decemb 1775 to May 1778.....

Encrease in.....

No 3 Sketch of the Quart^{r} Mast^{r} Generals Departm^{t} at

VESSEL HIRE

34 Sloops Schooners & Brigs q^{t} 3784 Tons being 111 Tons on an average with Seamen.....
Deduct 3 losses by Capture &c.....

14 Small Vessels of about 30 Tons each at 6^{d} per Ton with 4 men each at 4/ pr day.....

8 Armed Vessels.....
4 Dispatch Boats at £50 Sterl^{g} pr Month.....

29 Extra Hands for the Dispatch Boats.....

620 Drivers 1973 Horses 617 Waggons.....

a Quarter

N. B. Besides the above there is a charge for hire of the Command^{r} in Chief as pr Capt Chad's Contingnt Bill.....

N. B. 76 Seamen employed in Sundry small Craft, Bat-
Workmen Viz^{t} Carpenters, Sawyers, Wheelrights, Blacksmiths and Labourers.....

1323331– 9–5¾	Twelve Months
£3278429– 5–3	for 2 Years & 7 Months
1079412– 7–7¼	Sir Wm Howe's time
£2199016–17–7¾	2 Years & 7 Months

New York for 3 Months from 1st January to 31st March 1781.

New York Currcy	
16729– 2–5	
3978– 5–4	12750–17–1
	1911–15–3
Sterling	
4131–18–0	
600	8111–17–0
	522–
	23296– 9–4
	46609–10–0
	69383–19–4
	4
	£279623–17–4

Twenty Vessels at Staten Island in February by an Order from Currency
654– 0–6

teaux, Scows and Boats

5977–14–8

Chief Waggon Master, Conductors, Clerks, Storekeepers and Inspectors of Ferrys.....

Different Materials charged for repairing & Building Flat Boats, Batteaux, Row Galleys, Armed Brigs & Sloops with fitting up Births in Transports &c upon an average about £4000 per Quarter.....

Suppose you keep in Governments hands 34 Sloops & Schooners q^{t} 3784 Tons at 7 Men pr 100 Tons is.....	265 Men
8 Armed Vessels at 30 Men each.....	240
14 Small Vessels with 4 men each.....	56
4 Dispatch Boats 6 Men each.....	24
	585

No 4 Account of Charges for Vessels, Carts, Waggons 1st January to 31st March 1781.

At Burling Slip paid for hire 17 Sloops & Schoon^{s} 1258 Tons..

N. B. Besides the above 4 Sloops are kept up on Governm^{t}

Waggon hire paid for 6 Waggons w^{t} 2 Horses & 15 carts w^{t} One Horse.....

And for Extra Cartage.....

2599–15–8

4000– 0–0

£12577–10–4

	Sterling	
at £5 Ster^{g} per Man is per Quarter	8775– 0–0	
620 Drivers at 1/6 Sterling pr day is pr Quarter	4278–	
		Currency
A Quarter	£13053– 0–0 is at par	23205– 6–8
		4
	A Year.....	92821– 6–8
Ballance in Government's favor.....		186802–10–8
		£279623–17–4

and Labourers hire in the Commis^{y} Gen^{ls} Department from

4455–10–8

Acc^{t}

1242– 0–0
307– 9–0

Forage Office, Cartage, Waggon hire & other Expences.....
7 Sloops and Schooners 92 days.....
Brewery 2 Carts £108 Extra Cartage £43–8.....
Brooklyn Store 1 Cart 90 days at 12/.....
Horse Hire for Cattle Drivers.....
Waggon Hire at Haerlem hights.....

For a Year

Clerks, Assistants and Labourers Wages for the same period supposed the same as in 1779.....

N. B. The Whole Expence of this Department for the above

Quarter as per Account given in by Commiss^y General.....

If in Government's Hands

17 Sloops & Schooners q^t 1258 Tons at 7 Men for 100 Ton is.....	87 Men
7 Sloops &c at the Forrage office with 4 Men each	28
4 Sloops at present kept up on Government Account.....	16
Men	131

26 Drivers for the Carts & Waggons at 1/6 Sterling per day 90 days.....

A Quarter

3876– 1–3	
1276– 9–4	
151– 8–0	
54	
18	
108	11488–18–3
	4
	£45955–13–0

11781– 5–0¾

95643–11–8 2/7

	Sterling		Currency
at £5 Sterling per Month	1965– 0–0		
	179– 8–0		
	2144– 8–0	is	3812– 5–4
			4
A Year.....			15249– 1–4
Ballance in favor of Government.....			30706–11–8
			£45955–13–0

No. 5—

Account of Charges in the Barr^{k} Mr General's Department hire

Cart hire at Long Island.....
Ditto on York Island taking the average of two Quarters.....
Ditto in the City.....
Hire of 21 Sloops and Schooners taking the Medium of the Quarter before & this.....

A Quarter

Wages paid in the above time for Labourers, Carpent. Masons, Assistants, Clerks, Attendants at Wood-Yards for Long Island, Staten Island & City and Paulus Hook.....

N. B. The whole Expence of this Department for the above Quarter as per account given in by the Barrack Master General including £2500 for House Rent which was not asscertained.

If in Government's Hands

21 Sloops and Schooners q^{t} 1825 Tons at 7 Men per 100 Ton is 128 Men at £5 per Month.....
20 Drivers for 20 Waggons which is supposed about the number in use is 20 Men at 1/6 per day for 92 days.....

Sterling

For a Year

Ballance in favor of Governm^{t}.....

from 1st Oct to 31st Decemb 1780 for Cart, Waggon & Vessel

Currency		
439– 4–0		
1083		
2581		
5881–17–0		
9985– 1–0		
4		A Year
		39940– 4–0
5998– 7–7		
53020– 0–0		
1920	per Quarter	
138		
2058	is	Currency
		3658–13–4
		4
		14633–13–4
		25306–10–8
		£39940– 4–0

No 6—

Account of Charges in the Engineer's Department for Vessel,

3 Sloops and 1 Schooner q^{t} 280 Tons at 13/ Sterling per Ton per Month.....
6 Waggons and 3 Carts.....

A Quarter

equal to

A Year

Workmen's Wages for the above period Viz^{t} Carpenters, Labourers, Masons, Blacksmiths &c.....

N. B. The whole Expence of this Departm^{t} for the above Quarter.....

4 Sloops and Schooners q^{t} 280 Tons at 7 Men for 100 Tons 21 Men at £5 Ster^{g} per month.....
9 Drivers for the Carts & Waggons is 9 Men at 1/6 Sterling per day.....

A Quarter Sterling.....

A Year

Ballance in favor of Government.....

Cart and Waggon hire from 1st Jan to 31st March 1781

Sterling		
544–19–6		
267–15–0		
£812–14–6		Currency
		1444–16–10
		4
		£5779– 7–4
6465– 1–4½		Sterling
10176–14–8½		Sterling
315— 0—0		Sterling
62– 2–0		
		Currency
377– 2–0	is	670– 8–0
		4
		2681–12–0
		3097–15–4
		£5779– 7–4

No 7—

Amount of Expenditures in different Departments for one

	Vessels
Quarter Master General's Department from 1st January to 31st March 1781.....	23296– 9–4
Barrack Master Generals Department from 1st October to 31st December 1780.....	5881–17–0
Commissary General's Department from 1st January to 31st March 1781.....	6732– 0–0
Engineer Department from 1st January to 31st March 1781.....	972– 6–8
	£36882–13–0

No 8.—

Vessels employed in different Departments:

1781

Commissary General's Department 1st January to 31 March	Tons	Extra Seamen	Wages per month
Sloop Brompton.....	30		
Schooner Polly Armed...	68½	20	£6
" Cato.....	65		
" Brooklyn.....	75½		
Sloop Howe Arm'd.....	81¾	8	£6
" Kent.....	47½		
" Swan.....	52½		
Brig Peter.....	109¼		
" Patsey.....	180⅓		
Sloop Recovery.....	30		
Ship Charming Sally.....	141½		

N. B. Besides the above there appears to be 4 or 5 Vessels Government

Quarter in 1780 and 1781

Horses and Waggons	Assistants Clerks and Workmen	Provisions Materials Fire Wood &c	TOTAL N. Y. Curr^y
46609–10–0	8577–10–4	22969–15–1	101453– 4–9
4103– 4–0	5998– 7–7	37036–11–5	53020– 0–0
2670– 0–0	11781– 5–0	74460– 6–8	95643–11–8
476– 0–0	11493– 9–0	5150– 3–9	18091–19–5
53858–14–0	37850–11–11	139616–16–11	268208–15–10

Commissary General's Department 1st January to 31 March	Tons	Extra Seamen	Wages per month
Sloop Speedwell.....	89⅓		
FORAGE OFFICE			
Sloop Chester.....	29½		
" Deborah.....	64¾		
" Ranger.....	61¾		
" Betsey.....	50		
" Thomas.....	45½		
" Industry.....	28		
Schooner Perfect.....	88		
in all.....19 Vessels			

employed for Temporary Periods and 4 Vessels that belong to

No 8 Continued

Quarter Master General's Department 1st January to 31st March 1781	Tons	Extra Men	
Schooner Rachael.....	144		
Brigantine Peggy.....	145		
" Mary Ann....	144		
Sloop Caeser.....	110		
Schooner Christopher.....	81¾		
Sloop Albany.....	111		
" Sally.....	126		
" Alexander.....	130		
" Betsey.....	45½		
" Kitty.....	73		
" Diana.....	137⅔		
" Britannia.....	50¾		
" Lucy.....	59		
" Barrington.....	69¾		
" Sally.....	60½		
Brig^{tine} North.....	130		
Ship Falmouth a Prison Ship.....	221		
Sloop Eagle.....	45⅔		
" Harlequin.....	40		
		Extra Seamen	Wages pr Mo
" Neptune [Armed]..	129½	21	£6
" Herculus.....	129½		
Brig^{tine} Duncan.....	125		
Schooner Friendship.....	90		
Brigan^{e} Ranger.....	117¼		
Sloop Gigg.....	56		
Brig^{tine} Arnold.....	126½		
Sloop John.....	106⅔		
" Appollo.....	114		
" Peggy [Armed].....	102⅓	8	£6 Sterg
Cutter Greyhound [not armed].....	57⅔	5	

Quarter Master General's Department From 1st January to 31st March 1781	Tons	Extra Men	
Ship General Reidesel....	150		
Sloop Mary.....	122		
" Jupiter.....	135		
Brig^ne Joseph.....	124⅓		
Sloop Nancy.....	29¾	4	At 4/ Currency per day & Rations
" Byron.....	30	4	"
Schooner Poole.....	30	4	"
Sloop Diligence.....	30	4	"
" Black Joke.....	28½	4	"
" Maria.....	30	4	"
Schooner Betsey.....	30	4	"
Sloop Rachael.....	26	3	"
" Dove.....	30	4	"
" Reprisal.....	30	4	"
Schooner Baltimore.....	30	4	"
Sloop Sir James Wallace..	30	4	"
" Mary Ann.....	30	4	"
Pettiaugre Beaver.....	"	"	"
ARMED VESSELS Viz			
Sloop Formidable.....	156	17	At £6 Ster per month
Brig Defiance.....	149⅓	19	"
Sloop Ranger.....	150	17	"
Brig Spitfire.....	120	15	"
" Rambler.....	128⅔	19	"
" Lurcher.....	130	17	"
Sloop Nancy.....	50½	9	"
" Maria.....	45	7	"
Schooner May Flower £50 Ster^g per Month.....	"	& 7	"
" Lapwing... Do	"	7	"
" Swallow Do	"	8	"
" Mercury Do	"	7	"

Barrack Master General's Department In December 1780	Tons	Men	
Brig Three Friends.....	103		
Sloop Friendship.....	90		
" Governor Provost..	55		
" Peggy.....	96¾		
" Beggars Bennison..	119		
" Happy Couple.....	75		
" Mary.....	83		
" Mohawk.....	50		
Schooner Hope.....	100½		
" Lord Howe....	102½		
" Lady Howe....	66		

Engineer Department	Tons	Men	
Sloop Freelove..... Theodosia.....	280		

No 9—

Return of Drivers, Horses and Waggons furnished by of the Army in North America in the District of New York by and Staff Officers and several Corps of the Army between 1st

Distribution

Command[r] in Chief 7 large Waggons with 4 horses to each Waggon.....

Lately attached to Lt Gen[l] Earl Cornwallis now attending on Major Gen[l] Phillips & Reidesel 3 large Do.....

Lieut General Robertson.....

Brigad[r] Generals { Paterson..... Stirling..... Leland..... Birch.....

Barrack Master General's Department In December 1780	Tons	Men	
Schooner George.....	95		
" Betsy.....	69		
" St Andrews....	97⅔		
" Friends.....	65⅓		
" Free Mason....	87¼		
" Mary.....	74		
" Vigilant.....	103		
" Escape.....	85		
" General Phillips	132		
" William.....	76¼		

Engineer Department	Tons	Men	
Sloop Harriet..... Schooner Betsey.....	280		

Brigad[r]-General William Dalrymple, Quarter Master General order of His Excellency the Commander in Chief for the General January & 31st March 1781 inclusive being 90 days.

Drivers	Horses	Waggons	Commenc[d]	Ending	Days	per Day	New York Currency
			Jan	Mar			
7	28	7	1	31	90	147/	661–10–0
3	12	3	"	"	"	63/	283–10–0
2	4	2	"	"	"	24/	108
2	4	2	"	"	"	"	108
1	2	1	"	"	"	12/	54
2	4	2	"	"	"	24/	108
1	2	1	"	"	"	12/	54

Distribution

Adjutant General's Department.....
Quarter Master General & Deputy's.....
Commissary General.....
Hospital for the Army & Navy.....
Provost Martial.....

British Corps

17th Light Dragoons.....
Ditto for their dismounted.....
Corps of Light Infantry.....
Ditto for their Mounted.....
Corps of Grenadiers.....
17th Regiment of Foot.....
22d Do .....
37th Do .....
38th Do .....
42d Do 2 Battalions.....

Carried forward.....

No 9—Continued

Brought forward.....

43d Regiment.....
54th Do These Waggons now attached to the Drafts and Recruits under the Comm^d of Major Cuffe.....
57th Regiment.....
76th Ditto .....
80th Ditto .....

Provincial Staff Corps

Brigad^r Generals { DeLancey.....
Skinner.....
Arnold.....

Drivers	Horses	Waggons	Commenc[e]	Ending	Days	per Day	New York Currency
3	6	3	"	"	"	36/	162
3	6	3	"	"	"	"	162
2	4	2	"	"	"	24/	108
12	24	12	"	"	"	144/	648
1	2	1	"	"	"	12	54
7	14	7	"	"	"	84/	378
2	4	2	"	"	"	24/	108
20	40	20	"	"	"	240/	1080
1	2	1	"	"	"	12/	54
20	40	20	"	"	"	240	1080
5	10	5	"	"	"	60	270
5	10	5	"	"	"	"	270
5	10	5	"	"	"	"	270
5	10	5	"	"	"	"	270
10	20	10	"	"	"	120	540
119	258	119	"	"	"	"	£6831
119	258	119	"	"	"	"	£6831
			Jan	Mar			
5	10	5	"	"	90	60/	270
5	10	5	"	"	"	"	270
5	10	5	"	"	"	"	270
10	20	10	"	"	"	120/	540
10	20	10	"	"	"	"	540
1	2	1	"	"	"	12/	54
1	2	1	"	"	"	"	54
1	2	1	"	"	"	"	54

Distribution

Inspector General for Stores &c.....
Queens Rangers Mounted & Dismounted.....
3d Battal[n] of DeLancey's Brigade.....
1st Battalion.....
2d Do } Skinner's Brigade.....
4th Do }
Loyal American Regiment Colonel Robinson.....
Garrison Battalion.....
Staten Island Troop Light Horse.....
Captain Diemars Troop of Hussars.....
Detachment at the Light House.....
Loyal New Englanders.....
Governor Wentworths Vol. Troop.....
Guides and Pioneers.....

Hessian Staff

General Knyphausen Staff and suit.....
Major Generals { DeLosberg.....
De Gasen.....
De Kospoth.....
De Hackenburg.....
De Wurmb.....

Carried forward.....

Brought forward.....

Artillery Staff & Train of Reserve under the Commd of Lt Col Pittel [Eitell].....
Ditto, Ditto, for Stores & Tools.....
Ditto for a Field Forge Amunition lost & Spare Wheel Carriages.....
Hessian Hospit[l] for Medicine Chest, Bag &c.....

Drivers	Horses	Waggons	Commenc[e]	Ending	Days	per Day	New York Currency	
2	4	2	"	"	"	24/	108	
9	18	9	"	"	"	108/	486	
4	8	4	"	"	"	48/	216	
3	6	3	"	"	"	36/	162	
3	6	3	"	"	"	"	162	
3	6	3	"	"	"	"	162	
3	6	3	"	"	"	"	162	
2	4	2	"	"	"	24/	108	
1	2	1	"	"	"	12/	54	
1	2	1	"	"	"	"	54	
1	2	1	"	"	"	"	54	
1	2	1	"	"	"	"	54	
1	2	1	"	"	"	"	54	
1	2	1	"	"	"	"	54	
12	26	12	"	"	"	"	688	10
2	4	2	"	"	"	24/	108	
2	4	2	"	"	"	"	108	
2	4	2	"	"	"	"	108	
2	4	2	"	"	"	"	108	
2	4	2	"	"	"	"	108	
214	540	214	"	"	"	"	£11941	10
214	540	214	"	"	"	"	11941	10
			Jan	Mar				
3	8	3	1	31	90	42/	189	
1	2	1	"	"	"	12/	54	
"	13	"	"	"	"	39	175	10
4	8	4	"	"	"	48/	216	

Distribution

HESSIAN CORPS

for Transporting Artillery Ammunit^{n} & Baggage

Grena^{dr} Batt. Linsing—for Baggage.....

Cannon & Amun^{n}.....

Gren^{dr} Batt. Lingriek

for Baggage.....

Cannon & Ammun^{n}.....

Gren^{dr} Batt. Lowenstein

for Baggage.....

Cannon & Ammun^{n}.....

Gren^{dr} Batt. Graff

for Baggage.....

Cannon & Ammun^{n}.....

Regt du Corps

For Baggage.....

Cannon & Ammun^{n}.....

Regt Landgrave

For Baggage.....

Cannon & Ammun^{n}.....

Regt Prince Heredity

For Baggage.....

Cannon & Ammun^{n}.....

Regt Prince Charles

For Baggage.....

Cannon & Ammun^{n}.....

Regt Donop

For Baggage.....

Cannon & Ammun^{n}.....

Regt Mirbach now Young Losberg

For Baggage.....

Cannon & Ammun^{n}.....

Regt Bunnau

For Baggage.....

Cannon & Ammun^{n}.....

Drivers	Horses	Waggons	Commenc[e]	Ending	Days	per Day	New York Currency	
6	12	6	"	"	"	72/	324	
1	17	1	"	"	"	57/	256	10
6	12	6	"	"	"	72/	324	
1	13	1	"	"	"	45/	202	10
6	12	6	"	"	"	72/	324	
1	13	1	"	"	"	45/	202	10
6	12	6	"	"	"	72/	324	
1	13	1	"	"	"	45/	202	10
6	12	6	"	"	"	72/	324	
1	17	1	"	"	"	57/	256	10
6	12	6	"	"	"	72/	324	
1	13	1	"	"	"	45/	202	10
6	12	6	"	"	"	72/	324	
1	13	1	"	"	"	45/	202	10
6	12	6	"	"	"	72/	324	
1	13	1	"	"	"	45/	202	10
6	12	6	"	"	"	72/	324	
1	13	1	"	"	"	45/	202	10
6	12	6	"	"	"	72/	324	
1	13	1	"	"	"	45/	202	10
6	12	6	"	"	"	72/	324	
1	13	1	"	"	"	45/	202	10

Distribution

Hussars Mounted & dismounted
For Baggage.....
Cannon & Ammun.....
Combined Batt. Baggage.....

Carried forward.....
No 9—Continued
Brought forward.....

Regiment of Anspach
1st Regim^{t}
For Baggage.....
Cannon & Ammunition.....
2d Regim^{t}
For Baggage.....
Cannon & Ammunition.....
Anspach Yagers for Baggage.....
Extra Waggons with 4 horses for each Waggon as Provision Train and for the supply of the Engineer, Barrack Master & Commissary General's Departments in the transportation & Collecting of Stores, Provisions, Forage, Fuel &c for the Troops and Materials for the Construction of Fortifications, Barracks, & Hutts for the Troops Cantoned, the supply of the King's Ship Yards and other Publick Works.....
Extra Ditto Carts and Drays for Do Do and Extra duties for the Army.....
Drivers, Horses and Waggons attached to the Bridge Master for transporting of Pontoon Boats and Materials for the building of Bridges 36 large Waggons with 4 horses each Waggon 2 Do with 2 horses each.....
Horses for the mounting of Guides & Expresses as also for the Waggon Masters & Conductors and the transportation of Field Forges.....

Drivers	Horses	Waggons	Commenc[d]	Ending	Days	per Day	New York Currency	
8	16	8	"	"	"	96/	432	
4	10	1	"	"	"	45/	202	10
5	10	5	"	"	"	60/	270	
316	805	313	"	"	"	"	£19447	10
316	805	313	"	"	"	"	19447	10
			Jan	Mar				
7	14	7	1	31	90	84/	378	
"	12	"	"	"	"	36/	162	
7	14	7	"	"	"	84/	378	
"	12	"	"	"	"	36/	162	
2	4	2	"	"	"	24/	108	
200	800	200	"	"	"	4200/	18900	
50	100	50	"	"	"	600/	2700	
38	148	38	"	"	"	"	3510	
64	..	..	"	"	"	192/	864	
620	1973	617	"	"	"	"	£46609	10

No 10—

Comparative View to purchase or to hire Vessels, Horses from 1st January to 31st March 1781.

Quarter Master General's Department

34 Sloops and Schooners	£500 each
14 Small Vessels	100
8 Armed Vessels	1000
4 Dispatch Boats	250

1973 Horses at	£16	
250 large Waggons	40	10000
367 Small Ditto	20	7340

Barrack Master General's Department

21 Sloops at 500 each	
50 Waggons	20
100 Horses	16

Commissary General's Department

24 Sloops and Schooners	£500 each
25 Waggons	20
50 Horses	16

Carried forward.....

No 10—Continued Brought over.....

Engineer Department

4 Sloops	£500 each
6 Waggons	20
15 Horses	16

at 4/8 per Dollar equal to £180116–11–5 Currency

and Waggons employed at present in the different Departments

	Sterling	
1700		
1400		
8000		
1000		
27400		
31568		
17340	76308	
10500		
1000		
1600	13100	
12000		
500		
800	13300– 0– 0	
	£102708– 0– 0	
	£102708– 0– 0	
2000		
120		
240	2360	
	£105068– 0– 0	Sterling

Quarter Master General's Department
The present Vessel hire for one Quarter from 1st January to 31st March 1781.....
Horses and Waggon hire for Ditto.....

Barrack Master General's Department
Vessel hire for one Quarter October to December 1780.....
Cart and Waggon hire for Ditto.....

Commissary General's Department
Vessel hire from 1st January to 31st March 1781.....
Do for the Forage Office & other incidental expences.....
Cart & Waggon Hire..... £1880–17–0
Ditto in the Forage Office..... 1000

Carried forward.....

Brought over.....

Engineer Department
Vessel Hire from 1st January to 31st March 1781.....
Waggon hire from Ditto Do .....

at par

Six Months Hire of the above £180897 8 4 Currency

				Currency		
23296	9	4				
46609	10	0		69905	19	4
5881	17	0				
4103	0	0		9985	1	0
5732						
500						
2880	17	0		9112	17	
				£89003	17	4
				Currency		
				£89003	17	4
Sterling						
544	19	6				
267	15	0				
812	14	6	is	1444	16	10
				£90448	14	2

No 11—

Amount of Savings to Government upon the largest Scale from a Comparison of one Quarter from 1st January to 31st March 1781.

Ballance from Commissary General's Department		£30706	11	8
Ditto	Engineer's Department	3097	7	4
Ditto	Barrack Master General's	25306	10	8
Ditto	Quarter Master Generals	186802	10	8
		£245913	0	4

	Currency		
Allow for repair of 120 Vessels employed in the different Departments in addition to the present Establishment of workmen and Materials	10000		
For Repairs of 672 Waggons Ditto	1000		
Ballance	234913	0	4
	£245913	0	4

	New York Currency		
In the Quart^r Master General's Department The Horses employed by the Q^r Master General cost for yearly hire	200000	0	0
The Forage for 2000 horses at £90 a head	180000		
Rations for the Drivers, their Wives & Children may suppose at least 1000 at 3/6 Currency pr day	63875		
	443875		
Charges for Wages to Black Smiths, Collar Makers Wheelwrights, Sawyers &c. with Iron for shoeing the Horses and keeping the waggons in repair	20000		
For Waggon Master and Conductors &c	8000		

Besides the expence of Stables & Work shops about.....	5000		
	£476875	0	0
The hire of Vessels amounts to about.....	100000		
Provisions for the Men in small Vessels and Extra armed Men about 80 at 3/6.....	5110		
Contingent Bill per Quarter 1216 19 5			

This account arises from a supposition that the whole Army is to take the Field the first of January, and to be provided with every Horse and Carriage that possibly may be in demand for the whole Year, and that the Country can afford no resource which might occasionally be called into use.

No 12—

Vide Major Drummond's letter to Sir Henry Clinton 19th July 1781.

See page 1st of this Book.

No 13—

Sketch of a Plan of a Board of Works to be appointed to Controul and direct upon general Principles the Various Departments of the Army; to include all the Contingencies, charges and works as may be denominated EXTRA leaving the particular detail of each Department to its own Government.

The Board to be composed of the following Officers under the immediate direction and Superintendency of a General Officer.

A Comptroller with the Agents of Transports & Assistants Paymaster

The Commissary of Accounts from his present Commission being entitled to examine and Certify the Expenditure of all Monies; it will therefore be necessary that the Board before they enter into any engagements or contracts in behalf of Government, do lay the same before the Commissary of Accounts, who will present it to His Excellency the Commander in Chief for his approbation.

It is proposed that the Board should inspect into all purchases and Contracts for the Various Articles wanting for the

Service and direct the payments of all Monies incurred under those Heads as well as the payment of the Extra Artificers and of the various Branches under its Cognizance and that it should have the entire management and direction of all the armed Vessels, Gun Boats, Batteaux, Flat Bottom Boats, Sloops and small Craft that may be necessary and expedient for carrying on of the publick service with the reparations also requisite for the whole and authority to order all the necessary transportation and conveyance of Stores &c by land or Water for these several objects; having first reported their opinion to the Commander in Chief, and having his permission and Sanction for such Plans being finally carried into execution.

This arrangement to include likewise the Establishment of a Ship Yard with a Master Carpenter for inspecting into the state of all the Army Vessels which by this proposed arrangement will of course be collected under one head from the several departments and for keeping them in constant repair. All these Officers are already in a great measure established.

In order that the King's Service may not be retarded, and that the Establishments, when they may be finally fixed upon, may be constantlly compleat in every part. The Board to

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No. 1—

Return of Vessels employed in His Majesty's Service in the Captn Henry Chads, Agent.

No.	Vessels Name	Sort
1	Peggy	Brig
	Caesar	Sloop
	Sally	"
	Mary Ann	Brig
5	Ranger	"
	Arnold	"
	Appollo	Sloop
	Dianna	"
	Agness	Schooner
10	John	Sloop

direct the construction of all Workshops, storehouses and Buildings to be inclosed in proper Yards for the purpose of Repairs; and for refitting whatever may be lost or damaged in the unavoidable exigencies of the Service; as it will tend much to the benefit of the Service to have Storehouses immediately erected to serve as deposits for Provisions, with buildings to contain all the requisite Articles for the Equipment of the different Vessels &c.

The Board to finally determine upon all such matters, and to order their being carried into execution if they appear upon the Examination of the Board to be useful and right to be done. The Position of these Yards, Storehouses &c to be fixed in such Situations as their Expediency and propriety may point out.

The Board to order all Surveys and Musters of every Department in the Army, whenever it may be judged proper & fitting to take them, and all Estimates attending the publick Works to be laid before it; which they will immediately lay before the Commander in Chief.

Major Bruin being sent for delivered into the Board sundry Returns of Vessels, Drivers, Horses and Waggons furnished by the Quart^r Master Generals, Viz^t:—

Quart. Master General's Department under the direction of

Master's Names	Tons	Remarks
Saml Nesbitt	145	Horse Vessel at Cape Fear
Balfour	110	Horse Vessels now in Virginia
Luttill	126⅔	" " "
Alex^r Morrison	144	" " "
Michael Neal	117¼	" " "
Wm Young	126½	" " "
Jas Camplien	114	" " "
Edwd Ross	137⅔	" " "
Nathl Proctor	110	" " "
Edwd Welchford	106⅔	" " "

Return brought forward and Continued—

No.	Vessels Name	Sort
	Gen[l] Reidesel	Ship
	North	Brig
	Jupiter	Sloop
	Mary	"
15	Escape	Schoon[r]
	Neptune (arm'd)	Sloop
	Peggy (arm'd)	"
	Gigg	"
	Lucy	"
20	Mary Anne	"
	Betsey	Schooner
	Rachael	Brig
	Falmouth	Ship
	Duncan	Brig
25	Betsey	Sloop
	Alexander	Sloop
	Albany	"
	Eagle	"
29	Christopher	Schooner
30	Sally	Sloop
	Pool	Schoon[r]
	Harlequin	Sloop
	Sr Jas Wallace	"
	Reprizal	"
35	Baltimore	Schoon[r]
	Brittania	Sloop
	Byron	Sloop
	Black Joke	"

Master's Names	Tons	Remarks
Wm Boyers	150	Gone with a Flag to Virginia
John Potty	130	Horse Vessels at New York ready for Sea
Eph^{m} Harvey	135	" "
Thos Smith	122	" "
Smith	85	" "
Stewart Ross	129½	Stationed at Harlem
George Elvine	102⅓	Attending His Excellency The Commander in Chief
Wm Weatherspoon	56	
Thos Brown	59	Attending the Light House
Wm Griffin	30	Attending the Post at Staten Island
Jas Ballingtine	30	" "
Richd Brady	144	Ship yard to hold Stores &c belonging to Batteaux &c
John Christie	221	Prison Ship
Dun^{cn} Nichol	125	Attend^{g} the Guard at the Wallabought
Mich^{l} Grant	45½	" "
Christ Coggel	130	Bringing Timber &c to the Qr Master General's Ship Yard
Chas Bidder	111	" "
Fras Crawford	45⅔	" "
Frans Beevin	81¼	" "
Wm Murray	60½	Bringing Wood for the use of the Troops in Camp
Jacob Louzada	30	" "
Thos Glentworth	40	" "
Roger Shannon	30	" "
Chas Lyon	30	" "
Luke Dixon	30	Express Boat
Wm Smith	50¾	Carrying Baggage &c to the different posts
Dun^{n} White	30	" "
Rich'd Powdril	28½	" "

No.	Vessels Name	Sort
	Diligence	Sloop
40	Rachael	"
	Dove	"
	Nancy	"
	Beaver	Petteaugre

No 2—

List of armed Vessels and Dispatch Boats in His Majesty's inspection of Captain Tonkin Agent

How Rigged	Names of	
	Vessels	Masters
Brig	Defiance	Jos Nash
Sloop	Formidable	Nat[1] Horton
"	Ranger	Alex Cairns
Brig	Spitfire	Roger Pye
"	Rambler	Wm Austin
"	Lurcher	Jas Taylor
	Dispatch Boats	
Schooner	Swallow	Jas Watson
"	Mercury	Geo Galton
Sloop	Maria	Peter Stark
"	Nancy	Roger Pert
"	Swift	Jas Ridley

Master's Names	Tons	Remarks
Jos Beatty	30	Carrying Baggage &c to the different posts
Martin Taylor	26	" "
John Adams	30	" "
Vin^{t} Wynants	29¾	" "
Corn. Van Voorst	"	Attending Paulus Hook

New York 1st August 1781

H. Chads Agent

Service in the Quarter Master General's Department under the

No of Guns & W^{t} of Metal Pounders							
18	12	9	6	4	3	Swivels	
14	"	2	"	"	"	"	Virginia
12	2	"	"	"	"	"	ditto
2	12	"	"	"	"	"	Huntington Bay
"	8	"	4	"	"	"	Virginia
"	"	"	16	"	"	"	do
"	"	"	12	"	"	"	Hampstead Harbour
"	"	"	"	"	2	4	
"	"	"	"	"	2	6	
"	"	2	"	"	4	2	
"	"	"	"	"	6	2	
"	"	"	"	2	"	4	Virginia

Thos Tonkin

No 3—

A List of Ship Carpenters, Joyners, Caulkers & Sawyers &c building and Repairing Gallies, Small Craft, Flat bottomed 1st July 1781.

Maurice Salt—
Thomas Dodge—

Ship Carpenters
Robert Baker Sen
Robert Baker Junr
William Baker
Alexandr Ogilvie
John Degroat
Isaac Dodge
John Ogden
Rufus Handy
William Sneedan
Jonathan Lawrence
Thomas Drake
Samuel Sneedan

Caulkers
John De Baptist
Peter Noe
Benjamin Dodge

No 4—

Return of Carpenters, Wheelwrights, Sawyers, Blacksmiths Department in the District of New York, Commencing 1st July

William Hannay,

Carpenters and Sawyers
John McKenley
Joseph Thomas
John Wilson 1st
Aenos Roberts
Dougal Campbell
John McGowen Sen
George Harp

employed in the Quarter Master General's Department in Boats, Batteaux Boats & Scows in the District of New York

Master Carpenter
Foreman

JOINERS
John Ansley
John Wheaten

SAWYERS
Patrick Coil
John Hicker
Gilbert McKinny
Jesse Armstrong
Samuel McCormick
William Snydan

BLACK SMITHS
Thomas Jennings, Master Black Smith
John Saunders
Richard Brooks
Israel Pell

and Harness makers, employed in the Quarter Master General's 1781.

Master Carpenter

John Gomez
George Johnson
John Wilson 2d
Thomas Cussans
John Martin
John McGowen Junr
Stephen Goldsmith
James Bowens

William Paterson
Dennis Slaughter
Zacheus Curl
Alexander Elms
Laban Waters
Geo Wilkerson
Francis Moore
John King
Charles Parlet
Josiah Martin
William McLeod
Francis Graham
John Leatch
Charles Dixon
William Owen
John McKenna
Peter Duck
Henry Arrosmith
Peter Paterson
John Goldin
Josiah Davis
Charles Maxwell
Rich[d] Hollinsby
Robert Trumbull
John Dean
Henry Seamon
Justice Werdright

Black Smiths
Joseph Fox, Master Blacksmith
John Fox
Isaac Roop
Jonathan Jones
Benjamin Skinner
Jeremiah Hays
William Bailliff
Skelyan Rhodes
Bastian Niel
James Pasehall

Mich[l] Van Sucklin
James Humphreys
James Dougherty
Titus Fritts
Sam[l] Wilson
Sam[l] Douling
Peter Wallace
Philip Shepherd
George Weir
Peter Young
Nicholas Prickle
Roger Dickison
Patrick Duffy
Fredk Seaburn
Henry Banta
Charles Ferguson
Benj[m] Busby
Robt Clark
Jacob Howard
Sipp Jordan
John Howard
Rob[t] Conday
Jacob Chryst
William Ford

HARNESS MAKERS
Martin Shaffer
John Ure
James Day
William Butler
Robert Carr
John Marr
David Jones

RECAPITULATION

Carpenters & Sawyers	43
Black Smiths	34
Harness Makers	7

No 5—

Return of Clerks, Storekeepers, Waggon Masters, Compartment in the District of New York Commencing the 1st

CLERKS

Samuel Bayard
Hugh Cairns
States Morris Dykman
George West

Abh^{m} Tradell, Storekeeper
John J. Cluett, Assist Do
James Molloy
Richard Newton

Oliver Bourdett Waggon Mast. Genl.
John Stewart Wagon Master

CONDUCTORS

James Henderson
Jehu Hollingsworth
Daniel Hammill
Richd Cochran
Willm Moncrieff
Hugh Hugh
Thomas Willett
James Davidson
George Browne
William Aireton
John Lynch
Robert McAllister
Nicholas Brown
Henry Jones
Henry Hayes
Walter Agnus
Samuel Engle
James French
Joshua Roberts
Samuel Grant

ductors & Labourers employed in the Qr. Mast. General's De-
July 1781.

John Campbell
Bazellia Dodge
Daniel Burtnell
Robert Buttock
James Read
William Foster
James Guffy
George Shriver
William Clarke
James Littlewood
Francis Erwine
Joseph Gale
John Stillwell
James Jones
Robert Lowry
Thomas Dolton
Benj^{m} Sterns
John Granger
James Morsett
Thomas McManus
Robert Payne
And^{w} Smith
David White
John Stump
Duncan Grant Overseer
William Allen Asst Do

LABOURERS
Wm Sutherland
John Powl
Joseph Lovell
John Baine
John Watkins
John Smith
Wm McIntosh

Thomas Brown
John Potter
Joseph Ford
John Butler
John Shaw
Thomas Nowland
John Nowlan
John McLeland
Jeremiah Hallett
Joseph Black
John Fraser
Joseph Coats
William Stepney
William Sampson
William Stepney
Caeser Moore
John Smith
Isaac Murray
Frank Summons
Joseph Smith
Glasco Woolsey
Abraham Smith
Anthony Gilmore
Michael McGill

The Board agreed on writing to the Heads of the four

SIR:—

On examining some papers laid before us it appears that to the different Departments amounts to £1079412

And that the Warrants granted by Sir Henry Clinton for

We are at a loss to conjecture the cause of the great Excess ideas on the cause of increase of Expence as far as relates to

Mingo Lesly
Isaac Simon
George Wakefall
Joseph Bartley
Samuel Van Ryper
Pompey Colt
Gilbert Lafforts
Claus Henning
Reuben Lewis
Peter Van Laun or Saun
David Hall
Jacob Larnerson
John Thomas
John Ferrill
John McKenna
Charles Jenkins

RECAPITULATION

Clerks	4
Storekeepers	4
Waggon Masters and Conductors	46
Labourers	49

principal Departments a letter as follows:—

New York, 14th August 1781

from the 13th December 1775 to 14th May 1778, the Warrants

nearly an equal space of time amounts to £3278429
in the last period, and will be obliged to you to give as your
your Department

I have the honor to be &c &c

A. STEWART, Secy

To the Board of Gen[1] Officers

Copy of the above sent to the
Quarter Master General, Barrack
Master General, Commissary General
Command^{g} Engineer.

Then the Board adjourned till tomorrow at 10 o'clock in the forenoon.

Wednesday 15th August 1781.

The Board met agreeable to Adjournment last night.

Present

His Excellency Lieutenant General James Robertson
Lieutenant General Campbell
Brigadier General Birch
The Honorable Andrew Elliot
&
The Honorable Henry White } Esq^{rs}

Agreed to write the Commissary General the following Letter:—

SIR:—

The Board has desired me to inform you that they will be obliged to you for a Return of Rations issued to the Men employed in the different Departments by Land and Water, also for their Wives and Children:—

Likewise a Return of the Rations of Forage issued for the Horses employed in the different Departments. And that you will have the goodness to furnish them with an Estimate of the expence of Forage for 100 or any Number of Horses to Government for a year.

A STEWART, Secy
to the Board of Genl Officers

DANIEL WIER, Esqr
Comm^{y} General

Received Colonel Crosby's answer to the Circular Letter of yesterday as follows:—

New York August 15th 1781

Gentlemen:—

Late last night I received a letter of yesterday's date under *the Signature of Adam Stewart, who subscribes himself Secretary to the Board of General Officers,* acquainting me that On exam-

ining "some papers laid before them it appears that from the 13th of December 1775 to the 14th of May 1778 the Warrants of the different Departments amounts to £1079412 and that the Warrants granted By Sir Henry Clinton for nearly an equal space of time amounts to £3278429." He likewise informs me "that they are at a loss to conjecture the cause of the great excess in the last period," and the Board "requests my ideas on the cause of encrease of expence as far as relates to my Department."

Having no knowledge of the expences of the Department prior to my appointment, on the 1st July 1780 I am totally incompetent to an opinion on a question of such importance and therefore cannot presume to venture an idea upon a subject which retrospects transactions I am entire stranger to; I would be happy could I throw any degree of light upon so interesting an enquiry; but the reasons I have given will I am persuaded convince you that it is impossible for me to assign any cause for the encrease of the publick expence so far as relates to my Department in a period antecedent to my appointment.

Whatever falls within my own knowledge and respects my own Accounts, I shall at all times be ready to give you the most explicit information.

I have the honor to be
Gentlemen &c &c

Wm Crosbie
B.M.G.

His Excellency
Lieut General Robertson
President &c &c &c

They next agreed to write Capt Chads the following letter.

Sir:—

I am directed by the Board of General Officers to inform you that they will be obliged to you for a General Return of all Vessels of whatever denomination in Government Employ; for which you grant Certificates with the Tonnage, number of Men in each and their Charter Partys.

I have the honor to be Sir &c &c

A. Stewart Secy
to the Board of General Officers.

Capt Chads Agent
of Army Transports

Copy of the same to Capt Tonkin Agent for Armed Vessels.

Then the Board Adjourned themselves to Friday next at 10 o'clock.

Friday New York 17th August 1781

The Board met agreeable to Adjournment last Wednesday.

Present
His Excellency Lieut General Robertson
Lieut General Campbell
Brigadier General the Earl of Lincoln
Brigadier General Birch
The Honble Andrew Elliot
and
The Honble Henry White
} Esq^rs

Read Captain Alexander Mercer's Answer to the Circular Letter of the 14th of August as follows:—

15th August 1781

Sir:—

In answer to your letter of yesterday's date, I beg you will be pleased to inform the Board of General Officers that, from the extent & nature of the Service of the Engineer Department, the sums expended have been unavoidably very considerable; nor am I conscious of having incurred any unnecessary expence. On the contrary I have endeavored to observe the strictest Oeconomy, by discharging from time to time all useless hands, and by avoiding the purchase of Materials, unless absolutely wanted.

It will be allowed I hope that the works which have been, and are still carrying on, under my direction, are upon a much larger scale than anything hitherto done for the defence of this place and its Dependencies. These have necessarily required the constant labour of a number of artificers, as well as the purchase of lumber, Plank and materials of all kinds to a very considerable amount.

I must here observe that from the care I have taken to keep the Men usefully employed in cutting and collecting all kinds of

materials &c &c there has been a saving to Government I firmly believe, nearly equal to the whole expence of the Department.

The expenditure of Entrenching and cutting Tools, nails and other materials in Hutting the Troops upon the three Islands was very considerable.

The Board will allow that the fitting out the Expeditions from General Grants time to this, must have been attended with a very great Expence.

I beg to observe for the information of the Board that the prices of all kinds of Materials are advanced many hundreds pr Cent to what they formerly were. Lumber in particular is at a very high price, and no wonder as I am well informed that the Retailers of this Town sell Common Boards at the rate of £100 pr Thousand feet. The Wages of Artificers and Labourers are advanced in proportion, and it is constant employment only, that prevents our Artificers from quitting the service.

The General payment of working parties was not only expensive but unattended with any good consequence, I therefore took the liberty of discontinuing that Channel of expence.

The few Sloops and Schooners attached to the Department have been usefully employed.

I have mentioned I think all the material points of Expence, but as I wish to give the Board every information, I must beg of you, Sir, to inform me if I have omitted any thing necessary for that purpose.

I have the honor to be
Sir, &c

ALEX MERCER
Comm^g Engineer.

Adam Stewart, Esq
Secretary to the Board
of General Officers

Received and read Captain Tonkin's Answer to the letter wrote him the 15th Instant as follows:—

17th August 1781

SIR:—

I herewith transmit you (agreeable to Mr Stewart's request) a Return of armed Vessels and Dispatch Boats, which the

Commander in Chief particularly desired I might see fitted properly, and as they were Charter let by the Quarter Master General, and not by me, I am to beg leave to refer you to his Office for that information.

The Dispatch Boats from their being so small are Chartered

List of Armed Vessels and Dispatch Boats in His Majesty's inspection of Captain Tonkin Agent for Transports.

How Rigged	Vessels	Name of Masters
Brig	Defiance	Jos Nash.....
Sloop	Formidable	Nath Horton.....
"	Ranger	Alex Cairns.....
Brig	Spitfire	Rich[d] Pendar.....
"	Rambler	Wm Austin.....
"	Lurcher	Jas Taylor.....
	Dispatch Boats	
Schooner	Swallow	James Watson.....
"	Mercury	George Galton.....
Sloop	Maria	Peter Stark.....
"	Nancy	Rogert Pert.....
"	Swift	Jas Ridley.....

Received and read Captain Chad's Answer to the letter sent

Sir:—

Agreeable to Mr Stewart's letter of the 15th instant, I here-whatever denomination in Government Employ for which I each, and the Charter Partys for those Vessels which I have

by the Month at £50 each, without regard to Tonnage, as I found the owners would be losers by any other means.

I have the honor to be
Sir &c &c
THOMAS TONKIN
Agent for Transports

His Excellency
Lieut Gen[l] Robertson
&c &c &c

Service in the Quarter Master General's Department under the

No of Guns & w[t] of Metal							N° of Men	Tons	By whom Armed
Pounders						Swivels			
18	12	9	6	4	3				
14	"	2	"	"	"	"	28	149-⅔	Crown
12	2	"	"	"	"	"	26	156	"
2	12	"	"	"	"	"	26	156	"
"	8	"	4	"	"	"	22	120	"
"	"	"	16	"	"	"	26	128-⅔	Owners
"	"	"	12	"	"	"	24	130	"
"	"	"	"	"	2	4	11	"	Owners
"	"	"	"	"	2	6	10	"	"
"	"	2	"	"	4	2	10	"	"
"	"	"	"	"	6	2	12	"	"
"	"	"	"	2	"	4	10	"	"

THOS TONKIN

---

him of the 15th Instant as follows:—

17th August 1781

with transmit your Excellency a Return of all the Vessels of grant certificates with their Tonnage and number of men in chartered since I have been Agent, excepting a few of small

Tonnage which have not been usually Chartered. All the Papers home with him leaving with His Excellency the Com- myself Copies of the same.

His Excellency
Lt Genl Robertson

Enclosure.

Return of Vessels employed in His Majesty's Service in the Captain Henry Chads Agent.

No.	Vessels Names	Sort
1	Three Friends	Brig
	Hope	Schoon^{r}
	Betty	"
	St Andrew	"
5	Mary	"
	Free Mason	"
	Friends	"
	William	"
	Friendship	Sloop
10	Mohawk	"
	Happy Couple	"
	Peggy	"
	Susannah	"
	Defiance	"
15	Generous Friends	"
	York	Schoon^{r}
17	Clinton	"

Enclosure

Return of Vessels employed in His Majesty's Service in of Captain Henry Chads Agent.

others were Chartered by Captain Laird who carried the official mander in Chief Returns of the Vessels then in Service and

I have the honor to be
SIR &c
H. CHADS, Agent

Barrack Master General's Department under the direction of

Masters Names	Tons	No of Men	Remarks
Fran[s] Kirk	103	6	Employed bringing Wood for the use of His Majesty's Garrison at New York.
Lemuel Douglas	100½	6	
Wm Wallace	69	4	
Geo Jefferson	97¾	5	
Gardner	74	4	
Sam[l] Eldrid	87¼	4	
Peter Anderson	65⅓	3	"
Wm Johnston	76	4	"
Ward	90	5	"
Wm Adams	50	3	"
John Stanton Sen	75	4	"
Will[m] May	96¾	5	"
Peter Parker	119	7	"
Silas Perry	56	3	"
Giles Stanton	101	6	"
Sam[l] Parry	124	7	"
Phil Ackling	30	4	"

New York 17th August 1781
H. CHADS Agent.

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the Quarter Master General's Department under the direction

No	Vessels Names	Sort
1	Peggy	Brig
	Caesar	Sloop
	Sally	"
	Mary Anne	Brig
5	Ranger	"
	Arnold	"
	Apollo	Sloop
	Dianna	"
	Agnes	Schoon[r]
10	John	Sloop
	Gen[l] Reidesel	Ship
	North	Brig
	Jupiter	Sloop
	Mary	Sloop
15	Escape	Schoon[r].
	Neptune (Armed)	Sloop
	Peggy (Armed)	"
	Gigg	"
	Mary Anne	"
20	Dove	"
	Rachael	Brig
	Falmouth	Ship
	Duncan	Brig
	Betsey	Sloop
25	Christopher	Schoon[r].
	Eagle	Sloop
	Sally	"
	Pool	Schoon[r].
	Harlequin	Sloop
30	Sr Jas Wallace	"
	Reprisal	"
	Baltimore	Schoon[r].
	Brittannia	Sloop
	Byron	"
35	Black Joke	"

Master's Names	Tons	No. of Men	Remarks
Samuel Nesbitt	145	8	Horse Vessel Cape Fear
Balfour	110	6	Horse Vessel in Virginia
Lattitt	126⅔	7	" " "
Alex Morrison	144	8	" " "
Neal	117¼	7	" " "
William Young	126½	7	" " "
Jas Camplin	114	7	" " "
Edward Ross	137⅔	8	" " "
Nath[l] Proctor	110	6	" " "
Edw Welchford	106⅔	6	" " "
William Boyes	150	9	Gone to Virginia wth a Flag
John Potty	130	7	Horse Vessel at New York
Ephraim Harvey	135	8	
Thomas Smith	122	7	" "
Hugh Smith	85	5	" "
Stewart Ross	129½	28	Stationed at Haerlem
George Elvine	102⅓	12	Attending His Excellency
Wm Weatherspoon	56	5	the Command[r] in Chief
	30	4	Attend[g] the Post at Staten
John Adams	30	4	Island
Rich[d] Brady	144	8	Ship yard attending the Batteaux & holding their stores
John Christie	221	3	Prison Ship
Dunc[n] Nichol	125	7	Attend[g] the Guard at the
Mich[l] Grant	45½	3	Wallabought
Fran[s] Beevin	81¾	4	Bringing Wood for the use of
Fran[s] Crawford	45⅔	3	the Troops in Camp
Will[m] Murray	60½	3	"
Jacob Louzada	30	4	"
Thos Glentworth	40	4	"
Roger Shannon	30	4	"
Charles Lyon	30	4	"
Luke Dixon	30	4	Express Boat
William Smith	50¾	3	Employed carrying Baggage
Duncan White	30	4	&c to the different Posts
Richd Powdrill	28½	4	"

No	Vessels Names	Sort
	Diligence	Sloop
	Rachael	"
	Nancy	"
	Betsey	Schoon^{r}.
	Beaver	Pettiaugre
	Greyhound	Schoon^{r}.
	Deligate	"

Enclosure

Return of Vessels employed in His Majesty's Service in Captain Henry Chads Agent.

No.	Vessels Names	Sort
1	Speedwell	Sloop
	Howe (Armed)	"
	Polly (Armed)	Schoon^{r}
	Sally	Sloop
5	Swan	"
	Brompton	"
	Betsey	"
	Thomas	"
	Industry	"
10	Ranger	"
	Kent	"
	Cato	Schoon^{r}.
	Refugee	"
	Brooklyn	"
15	William	"
	Nixon	"
	Perfect	"

Master's Names	Tons	No of Men	Remarks
Joseph Beattey	30	4	"
Peter Ternand	26	3	"
Winant Wynants	29¾	4	"
Jas Ballingtine	30	4	"
Corn. Van Voorst		2	Attending Paulus Hook
John Smith		6	Belonging to Government
James Lilly		4	" "

New York 17th August 1781
H. Chads
Agent

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the Commissary General's Department under the direction of

Master's Names	Tons	No of Men	Remarks
John Johnston	89⅓	5	At Cape Fear
Wm Blewitt	81¾	13	Refitting at N. Y.
Henry Innes	68½	24	Stationed at E. Chester
Richd Chambers	57	3	Carrying Provisions to the
Samuel Marsh	60	3	different Posts & bringing
Joseph Marsh	30	4	Forage for the use of the
Nich^{s} Guignard	52	3	Garrison.
Jon^{a} Hutchins	46	3	"
Thos Clarke	28	3	"
Elishua Davis	55	3	"
Wm Inkister	60	3	"
John Wilson	50	3	"
John Saily	25	3	"
Alex Innes	60	3	"
John Paterson	60	3	"
Richd Bayley	29¾	4	"
Wm White	60	3	"

No.	Vessels Names	Sort
	Dianna.....	"
	Dove.....	"
20	Elk.....	Sloop
21	Three Sisters.....	"

Proceeded to examine the Accounts and Papers &c and no answer having been sent by Mr Wier, Commissary General.

The Board Adjourned 'till Monday 10 o'clock.

Monday 20th August 1781.

The Board met agreeable to Adjournment last Friday.

Present.

His Excellency Lieut General Robertson
Lieut General Campbell
Brigadier General the Earl of Lincoln
Brigadier General Birch
The Honble Andrew Elliot & The Honble Henry White } Esq^rs

Read Major Bruen and Major Robertson's answer to the letter of 14th instant as follows:—

New York 16th of August 1781.

SIR:—

We have had the honor of receiving a letter dated 14th inst from the Board of General Officers to which your Excellency is President, directed to the Quarter Master General as follows, "On examining some Papers laid before us it appears that from 13th December 1775 to the 14th May 1778 the warrants of the different Departments amounts to £1079412.

And that the warrants granted by Sir Henry Clinton for nearly an equal space of time amounts to £3278429.

Master's Names	Tons	No. of Men	Remarks
John Howland	56	3	"
Moses Bears	85	5	"
Benj[a] Alder	"		Belonging to Government
Jno Tyrrell	"		"

New York 17th August 1781
H. Chads
Agent.

We are at a loss to conjecture the cause of the great Excess in the last periods and will be obliged to you to give us your ideas on the cause of encrease of expence as far as relates to your Department."

In answer to what relates to the Quarter Master General's Department, we as acting for him in his absence shall endeavour to give our ideas as Circumstantially as the distance of the time will admit of, and as far as come within our knowledge, both before and since our appointments to the Department.

From 13th December 1775 to the 17 March the Troops under Sir William Howe remained in Boston and Charles Town Heights without any movement to occasion any great expence. From 17th March to the Month of June following this small Army went to Halifax where they remained for some time, and from thence went to Staten Island, where they remained for the reinforcement from Europe.

After the landing upon Long Island the Troops were never at such a distance from the water as to admit of the necessity of many Waggons being employed to supply them with Provisions &c, during the remaining part of the campaign towards the White Plains Provisions were always conveyed by water to a few miles distance from the Army. The great exertions and readiness of the Navy to supply whatever was demanded by the General made Land Carriage very easy.

In November a Detachment of the Army under the command of Sir Henry Clinton embarked at New York to go to Rhode Island. A part of the Army returned to New York and another

went to the Jersies under Lord Cornwallis; who was enabled to live mostly upon the Country, which at that time was plentifully stocked & the Inhabitants so much panic struck that Cattle &c could be collected without risk & continued so all the March to Trenton where the inhabitants seemed very willing (in order to show their zeal) to draw in whatever was wanted; by this means the Land Carriage was had upon reasonable terms.

As this zeal was but of very short duration it became absolutely necessary to draw a supply of Salt Provisions &c to the different Cantonments allotted to the Troops in the Jerseys from New York, and for this purpose a number of small Craft fit for the Navigation of the Rivers &c were ordered to be taken into the Service, and an Agent appointed who had the sole management and direction of them, and by his Certificates only they were paid by the Quarter Master General. Before this period the Quarter Master General had the sole direction of the water as well as Land Carriage.

Thus we have endeavoured to account for the smallness of the Expenditures in the Department for upwards of twelve Months of the Periods mentioned, commencing the 13th of December 1775 occasioned by the particular Situation of the Army.

During the winter 1776 and 1777 no further supply's of provisions were received from the Country in the Jersies on the contrary every kind of inveteracy was shown by the very Inhabitants that had so short a time before taken the Oaths of Allegiance, so that no dependence was to be placed upon them, this naturally caused an encrease of both Land and Water Carriage.

His Excellency Sir William Howe during this Winter ordered Sir William Erskine to provide Waggons and Horses to form a Provision Train sufficient to supply the Army on an intended forward move, which Sir William Erskine saved no pains to execute.

In the Month of June following a great number of small Craft and Horse Vessels were employed to carry the Horses and Waggons, belonging to the Provision Train, Staff Officers and different Corps, upon the Expedition from New York up the Chesapeak to the head of Elk.

After the arrival of the Troops at Philadelphia, the Provision Train was further compleated to answer the exigencies of the Army for the opening of the next Campaign, which was in every respect in good order at the time His Excellency Sir Henry Clinton took the Command.

It therefore appears that the heavy expences attending a large Provision Train &c &c and the encrease of small Craft were only incurred for about twelve Months during the period mentioned while His Excellency Sir William Howe commanded the Army. Likewise that the expenditure of the Departments were higher at the period when His Excellency Sir Henry Clinton took the Command than they had been from the Commencement of the War. The expences from the 1st April 1778 were likewise defrayed by Warrants granted by His Excellency Sir Henry Clinton besides Bat and Forage Money granted to the Troops at New York for 1777 which could not be brought into account before Sir William Howe left the Command.

We are therefore convinced that a very large sum of money was paid by Warrants granted by His Excellency Sir Henry Clinton for expences incurred, not only in this Department but in several Departments of the Army during Sir William Howe's Command.

Several extraordinary expences were since that time incurred which has caused a considerable encrease such as building Gun Boats and Batteaux to replace the English Flat bottomed Boats worn out in the service the Navy not being able to furnish a sufficiency of Armed Vessels & Express Vessels, a number have been fitted out and taken into the service which caused a very heavy expence; Guns and other Articles furnished for Armed Boats.

The extraordinary expence incurred in fitting out the several Expeditions, occasions an encrease of Craft and Armed Vessels. The purchasing Stores to be sent with them, also the pay of Clerks, Storekeepers and Artificers retained for these extraordinary Services, and the great additional expence always attending the taking possession of every Post.

The purchasing Horses for the mounted Light Infantry, Hessian Yagers & Provincial Cavalry also sadlery and Accoutrements for the mounted Light Infantry and Jagers, the building

and repairing of Hutts for the Troops Cantooned, the supply of Waggons & Horses &c for the British Regiments that arrived in 1779 from Europe, as well as the Garrison from Rhode Island. The Flank Companies from Halifax; and the supply of those Articles for Provincial Corps raised within the last three Years.

The Quarter Master General having been always upon the spot until the 26th August 1780 he of course communicated with his Excellency the Commander in Chief relating to the affairs of the Department.

Your Excellency has before you a Copy of Instructions left us by Brigadier General Dalyrmple when he left this to go to Europe, which with other papers laid before you from time to time relative to the Department we beg leave to refer you to.

We have punctually adhered to these instructions without presuming to deviate in the smallest degree from them, and have not added or retrenched any article of supply but as ordered.

We have the honor to be &c &c &c

HENRY BRUEN
ARCH^D. ROBERTON

His Excellency
Lieut Genl Robertson
&c &c &c

Also read Major Bruen and Major Robertson's letter of 17th instant as follows:—

New York 17th August 1781.

SIR:—

In consequence of the conversation Major Bruen had the honor to be a witness to on the 14th instant before the Board of General Officers of which your Excellency is president which he communicated to Major Robertson, they have the honor to lay before you and the other Gentlemen of that Board the following account of the Quarter Master General's Department as far as is consistent with their knowledge both before and since they have had the honor of serving in it.

With respect to the mode pursued for the supply of the Waggons & Horses contracted for the use of the Army we understand that Lieut Colonel Sherriff who was the principal in

the Department in 1775 and the greatest part of 1776 was ordered by the then Commanders in Chief to supply those Articles for the Army as circumstances required by hiring them at a daily hire according to the usual prices of the Country they were had in.

Sir William Erskine was appointed Qu^{r} Mr General in September 1776 but did not enter into this part of the business of his Department 'till 1st Janu^{y} 1777 when having received the Commander in Chief's Instructions to pursue the same mode as was customary by hiring what Horses and Waggons &c he should find necessary for the transportation of the Army's Provisions, Stores, Baggage, Artillery, Ammunition, &c which he was to procure from the Country at a daily hire as Lieut Colonel Sheriff his Predecessor had done.

Sir William Erskine did employ a number accordingly, which with, a few Horses and Waggons of a Provision train sent from England under the Inspection of Mr Francis R. Clarke, he endeavored to carry on the business of the Army. But when it was in contemplation to make a forward move in March following the Train as it then stood was found insufficient by reason of the Country people not chusing to follow the Army, and their unwillingness to serve Government.

The Waggons sent from England were found to be totally unfit for the Country being too heavy and made of bad materials, the Horses were reduced (what with those taken by the Enemy and those lost by Disorders contracted during their passage from England which they never recovered of) to a small number, these circumstances obliged Sir William Erskine to lay their state before the Commander in Chief, proposing a plan same time for the better establishing a Train that would be equal to the exigencies of the service by purchasing Waggons and Horses on Government Account, which His Excellency did not think proper to agree to, by reason of the recent example given of those under Mr Clarke which cost Government upwards of £100000 Sterling without performing hardly a days duty. He said that that mode would lead to such expences as never could be ascertained.

His Excellency was therefore pleased to order Sir Willm Erskine to take that Branch under the immediate care and

management of his own Department, and directed him to pursue the same plan as was customary for all Qr Master Generals in this Country to do, by taking, Drivers, Horses and Waggons into the Service at a daily hire according to the rates that were then established, indemnifying the Proprietors for their Horses and Waggons in case of their being lost at Sea or taken or destroyed by the Enemy according to their Value, should he find the same inconvenience continue by the backwardness of the Country People to serve, he should fall upon every method possible, by contracting with one or more men to furnish the number required.

Sir William Erskine accordingly set about establishing a Train which was done so effectually as not to cause any disappointment to the movement of the Troops, as we humbly conceive will be acknowleged by the Army at large.

And this we chiefly ascribe to those who were employed to purchase the best Horses and the best kind of Carriages that could be had in the Country. There was no expence spared to effect this. And by the uncommon pains labour and attention paid to those particulars, and by their having an interest in the property of those Horses & Waggons they naturally took every care of them, they have been in constant readiness to attend the movements and duty of the Army, besides giving assistance to the several Departments Viz^{t}. to the Engineer's in hawling materials for the construction of Fortifications and Works in those Islands, the transportation and collecting of Provisions, Forage and Fuel for the Commissary and Barrack Master General's Magaziness and the Carriage of those Provisions, Forage and Fuel to the different Quarters, Cantonments & Encampments of the Army. Likewise the hawling of Materials for the Building of Barracks and Hutts. The Various duties attending on the Hospitals of the Army and Navy. The Pontoon Train for the Carriage of Boats and Materials for constructing of Bridges. The supply of the Ship Yard in hawling of Lumber from distant places for the building and repairing of armed Brigs, Sloops, Row Gallies, Flat Boats, Batteaux, Whaleboats, Barges, Scows and Flats the fitting of Births in Transports and Horse Vessels.

Add to these that there are a Number of Horses constantly attached to the German Artillery as also a number employed carrying Expresses the mounting of Guides and Conductors and the transportation of Field Forges.

We presume to say there never was a supply of such magnitude better or more effectually complyed with or better arranged than the Train of this Army, nor can we conceive a more Oeconomical plan could have been adopted on the part of Government.

And tho' the exigencies of the service in this District did not require so large a Train constantly in the Field, they have been at all times usefully employed.

To refer to one instance, we beg to call to mind the situation of this Garrison in point of Fuel in the Winter 1779 and 80, when not only the lives of the soldiery but also a number of the Inhabitants were saved, by the exertions of this Train in the Collecting and transporting of Fuel under Major Savage Dy Qr Mr General who conducted it.

We now beg leave to say a few words respecting a paper laid before the Board of General Officers, which they were pleased to show Major Bruen; stating the Hire of Vessels, Horses and Waggons in our Department, drawing a comparison between the first cost of those articles and the Hire, in which it is asserted that a saving to an amazing amount might be made for Government. We cannot help saying that, on a full consideration of the contents of that paper, we believe the Author to be greatly misinformed, and that we shall be able to show that his calculations are not grounded upon deliberate or solid principles.

We find ourselves exceedingly hurt by the insinuations and inuendoes so thrown out, as well on account of our own Characters as of the Gentlemen from whom we received the charge of the Qur Mr General's Department, whom we conceive had digested every matter with propriety & consistent with that duty they owe their Country and their own honor. We have not deviated in the smallest degree from the Instructions given in writing from time to time for the rule of our conduct, in the great & important trust reposed in us. On the contrary have invariably pursued every measure as originally laid down &

always practised in the Department which we conceive to be upon the most oeconomical plan for Government & the good of the service.

From the experience we have had we are certain that upon a candid, clear and circumspect enquiry into the Business at large, it will be found it is carried on with uprightness and Zeal, and that there is not any measure pursued that can lead to such superfluous expences as is insinuated.

We understand that it is supposed a number of Horses, Waggons and Materials for Repairs are charged to Government exclusive of their hire, which is not the case as the publick accounts of the Department can ascertain; the only charges found for Horses and Waggons were to replace those lost on the Expedition in 1777 to the Southward, amounting to about £6000 Sterling. There has not been a shilling charged otherwise for the Train but the daily hire.

We are conversant in the Accounts of the Contractors for Vessels, Seamen, Drivers, Horses and Waggons, which are the great Articles of expence. We can prove to demonstration that in many instances there is a loss on the difference of the hire and outfits. And that if the Contractors had not an indulgence in some particulars it would not be worth their while to undertake so arduous and laborious a business or run the risk of so great a sum of money as they have engaged.

The expences incurred by the loss of Horses & purchasing materials for the repairs of the Train Yearly are immense, and can be ascertained by Certificates of the death of Horses, the Vouchers of those bought to replace them, and for the lumber, Plank, Iron, Cordage, Harness and Collar maker's Bills, and other materials which have been purchased by the Contractors from time to time from different Merchants in England, this Town and Neighbourhood.

However as we do not pretend to infalibility and as we may be mistaken, we are ready to submit to better judgment and adopt any mode pointed out for the Interest of Government. And we beg leave to assure your Excellency and the Gentlemen composing the Board, that there are no Men will more chearfully submit in taking up and pursuing such ideas as may be

pointed out for the entrenching of publick expences & whatever else may tend to the good of the service.

Should it be thought best that those Articles of supply be purchased for Government in preference to the present mode of hiring them. We are authorized to say that the greater part of the Contractors will be glad to dispose of their property upon a fair and reasonable valuation.

Whatever plan may be found most consistent and eligible for the good of the Service shall be attended to with diligence & fidelity. And whenever we are commanded there shall be no time lost in carrying it into execution.

We have the honor to be &c &c

HENRY BRUEN
ARCH.D ROBERTSON

His Excellency
Lieut General Robertson.

Then proceed to examine the Papers laid before us by Major Drummond.

Agreed to order a Muster of all Vessels and Men in the several Military Departments in Government Pay & that Colonel George Turnbull and Captain Chads be appointed with the assistance of one of the Gentlemen of the Navy Yard to be named by the Commodore to execute the same; in order thereto the following Letters wrote Colo Turnbull and Captain Chads.

New York 20th August 1781

SIR:—

The Board are directed by the Commander in Chief to enquire into the state of publick Expenditures and to apply to any Officer in the King's Service for information and assistance in this examination. It appearing necessary that an exact State of all Vessels employed in Military service be laid before them. The Board desires that you with Colonel Turnbull and Mr Provo Wallis of the Navy Yard do make this Examination taking an exact account of the state and condition of the Vessels and of the number of Men on board of each, signifying how long they have been employed; and that you will be so

good as make a Return of the whole as soon as possible for which purpose you will please call at His Excellency General Robertsons on Friday next at 12 o'clock to receive such further instructions as may be thought necessary.

By order of the Board
A. Stewart
Secy to the Board.

Agreed to write the different Departments as follows:—

New York 20th August 1781.

Sir:—

The Board have desired me to inform you that it is their wish to have a Muster taken on Sunday next of all Vessels, Drivers, Horses and Waggons employed in your Department, also all Labourers and artificers & that you will be so good as give in a Return by Friday next of the places where they may be seen without calling them off from Duty where the Muster Masters will attend.

By order of the Board
I have the Honor to be &c &c
A. Stewart Secy
to the Board.

Q^r Mr Genl^s Departm^t.
Barr^k M^r. Genl^s Departm^t
Comm^y Genl^s Departm^t.
Engineer Departm^t

Then the Board Adjourned 'till Friday at 10 o'clock.

Friday 24th August 1781.

The Board met agreeable to Adjournment last Monday.

Present

His Excellency Lieut General Robertson
Lieut. General Campbell
Brig^r General the Earl of Lincoln
Brigard.^r General Birch
The Honble Andrew Elliot
&
The Honble Henry White
} Esq^rs

Read Captain Mercer's Return of the places where the Vessels, Horses, Waggons, Carts, Artificers, Labourers &c of the Engineer's Department are to be seen, Vizt.

(*Half page blank in the original return not given.*)

Received and read Mr Wier's letter of the 22nd instant in answer to that of the 14th instant as follows:

New York 22nd of August 1781

SIR:—

My ill health has 'till now prevented my acknowledging the Receipt of a letter of the 14th instant wrote by the order of the Board of General Officers, of which your Excellency is president, and so far as relates to the encrease of expence in the Department which I have the honor to superintend since the 14th of May 1778, I have to offer the following reasons. From the 13th December 1775 to August 1776 the Army consisted of about 6000 men only, and during that time little or no provisions were purchased in this Country, and till June 1776 the time the Army sailed from Halifax for New York there was no regular allowance of Rum to the soldiers and for two years after this indulgence was granted this Article which has since become the most considerable expence, was furnished by Contracts made and paid in England, and which as the money was not received from the Military Chest here, does not appear among the expences of the army; that from the arrival of the Troops at Staten Island 1776 to their return from Philadelphia in July 1778 our supplies were regularly sent from Europe and no provisions were procured here except fresh Meat, that since that time our supplies have been very irregular and our stores reduced to the lowest ebb so that we have several times been obliged to purchase very large quantities of all kinds of Provisions at an advanced price, and to a very large amount and without which the Army must absolutely have starved, an account also of which, for the better information of the Board, I have now the honor to inclose. For the fresh provisions also we have for these three years past been obliged to pay at least three times the price it cost before that time. The much more extended situation of the Army for more than two years past has likewise required an encreased number of persons, in the Lines of Assistants, Clerks, Labourers &c and whenever a new

Post has been taken, has ever became an additional expence to Government. I am also to mention the additional number of Horses now foraged and the encreased price (nearly double) paid for Forage since 1778 as well as the encrease of expence in bringing it to the Magazines by Land Carriage for more than one hundred Miles, as since the evacuation of Rhode Island it has been impossible to send vessels any distance up the sound. I am also not to pass unnoticed the expence of Vessel hire which was very considerable, and till the year 1777 paid by the

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Enclosure

Account of Extraordinaries paid for in the Commissary

1778		Rum	
June 1st to Dec 31st		170119 Gallons	
1779		569109	
1780		643828	
1781 to June 30		211719	
		1595775	
1778	Bread & Flour Wheat		
May 25 to Dec 31	7335 Ct Wt		
1779	266	2029 Bushells	
1780	35047		
	42648		2029
1778	Rice		
September	11066 Ct Wt		
1779	1147		
1780	8747		
	20960		
1778	Beef and Pork		
October	300 bbs		1949
1779	514		3035

Qu[r] Master General all which considered with the building New Stores and Warehouses, the encreased price of Lumber & repairing of old ones will point out to the Board the reason of the encrease of expence in my Department since the 14th of May 1778.

I have the honor to be &c &c

DANIEL WIER.

His Excellency
Lieut. General Robertson.

General's Departm[t] since 14th May 1778 Dollars at 4/8

Ster[l]	Doll[s]	at 4/8	Amount		
£31707	19	6			
133266	9	5			
152878	3	3			
41720	14	0			
			359573	6	2
£9281	3	1			
1471	5	8			
57087	17	9			
			67840	6	6
£9055	14	5			
844	10	6			
4993	7	10			
			14893	12	9
£19567	13	2			
22604	9	6			

1780.....	3150	491
	3964	5475

1778	Butter
Decemb 31.....	344 Firkins
1779.....	1702
1780.....	2297
	4343

1778 May to July Paid by Peter Paumier for Rum, Beef, Pork, Rice, Butter &c.....

1778 Dec to Nov 6th 1779 — Paid by Gillam Butler for Provisions &c for use of His Majesty's Army in the Provinces of Georgia and South Carolina.....

1779 May 25 to 31st July 1780 — Paid by Peter Paumier for Provisions, &c for use of His Majesty's Army in the Provinces of Georgia and South Carolina.....

N. B.—The Extra Expences (for Provisions & Rum) in-included in the above.

Enclosure

Return of the Number of Men, Women and Children of the ments, Victualled at New York and the Out Posts the 20th

No		Men	Women	Children
1	Royal Artillery.....	515	133	120
2	1st Battalion Grenadiers.....	558	68	41
3	2d Ditto	542	64	44
4	17th Regiment Dragoons.....	389	103	67
5	22d Regiment.....	472	78	80
6	37th "	499	61	40
7	38th "	504	86	82
8	42d "	701	110	67

15276	7	7			
			57448	10	3
£1187	13	1			
4551	6	3			
6568	18	2			
			12307	17	6
			26806	10	0
			29524	19	11¾
			81622	15	1 10/12
			£650017	18	3 7/12

curred in Carolina, since the surrender of Charlestown, not

British and Foreign Regiments, New Levies and Civil Depart-
August 1781.

No		Men	Women	Children
9	54th "	509	74	54
10	57 "	503	79	58
11	Pensacola Garrison (British and Provincials).....	396	54	46
12	British Recruits.....	251	26	22
13	Detachments of absent British Regiments.....	312	380	218
14	Jersey Volunteers.....	582	179	257

No		Men	Women	Children
15	De Lancey's 3d Battalion.....	333	68	134
16	Governor Wentworth's Volunteers.....	24	4	4
17	King's American Dragoons....	157	15	14
18	Loyal American Regiment.....	236	66	127
19	American Legion.....	170	9	11
20	Volunteers of New England...	21	6	12
21	Guides and Pioneers.....	182	74	73
22	Garrison Battalion.....	155	27	13
23	Associated Loyalists.....	305		
24	Loyal Forresters.....	16	3	2
25	Colonel De Lancey's Refugees.	490	145	440
26	Major Ward's Ditto	344	..	..
27	King and Queen's County Militia	70	..	..
28	Seconded Officers.....	48	29	61
29	Detachment of absent Provincial Regiment.....	402	232	443
		9686	2173	2530

Civil Departments

No		Men	Women	Children
1	General Hospitals.....	888	20	37
2	Horse Department of Artillery.	107	27	25
3	Civil Branch of Ordnance.....	164	96	138
4	Engineer's Department.....	379	157	265
5	Bridge Master's Ditto.....	25	..	..
6	Adjutant General's "	30	7	10
7	Qur Masters " "	524	132	105
8	Barrack " "	238	72	106
9	Commissary "	205	24	32
10	Forage "	130	4	10
11	Inspectors "	19	5	5

No		Men	Women	Children
12	Rebel Prisoners.....	251	..	..
13	Provost Martial and British Prisoners.....	103	5	10
14	Batteaux and Boatmen.....	139	..	..
15	Refugees.....	166	196	390
16	Pay Office.....	8	3	11
17	Secretary's Office.....	10	..	..
18	Muster Master.....	4	..	..
19	Agent's Office.....	6	..	..
20	General Officers &c &c &c....	156	15	18
		3512	763	1162

FOREIGN REGIMENTS

No		Men	Women	Children
1	Hessian Artillery.....	92	7	4
2	Hessian Yager Corps.....	831	88	88
3	Anspach "	245	33	21
4	1st Battalion Grenadiers.....	488	45	18
5	2d "	522	42	..
6	3d "	545	28	14
7	4th "	499	30	8
8	Regiment Du Corps.....	651	34	32
9	Landgrave Regiment.....	682	29	21
10	Prince Charles "	648	23	19
11	Donop's "	653	26	21
12	De Losberg's "	665	24	17
13	Bunau's "	712	24	20
14	Brunswick Troops.....	121	10	1
15	Combined Battalion.....	459	20	9
16	3d Regiment of Waldeck.....	385	24	19
17	Hessian Hanau Volunteers.....	755	65	20
18	" Chasseurs.....	38	1	..

No		Men	Women	Children
19	Regiment Anhalt Zerbst.....	369	20	8
20	Hospital and Staff.....	482	23	34
21	Detachments of absent Regiments.....	280	71	53
22	General Officers &c &c &c....	124	11	8
23	Commissariat.....	5	1	..
		10251	679	435
	British.....	9686	2173	2530
	Civil.....	3552	763	1162
	Total.....	23489	3615	4127

Received and read Mr Wier's letter of the 22nd instant with Returns of the Extraordinaries paid for in the Commissary General's Department, with the Returns of the places where the Vessels, Horses, Waggons, Carts, Artificers, Labourers, &c belonging to the Commissary General's Department are to be seen; also an Estimate of the expence of 100 Horses for one year to Government as follows:—

New York 22d August 1781.

Sir:—

In compliance with the requisition of the Board of General Officers expressed in their letter of the 15th instant, I have the honor to inclose to your Excellency a Return of the Rations issued to the Men employed in the different Departments by Land and Water, also to their Wives and Children; Your Excellency will also at this time receive a Return of the Number of Horses belonging to the several Departments Foraged from His Majesty's Magazines, and likewise an Estimate of the Expence to Government for one hundred Horses for a Year.

I have the honor to be &c, &c

Daniel Wier

His Excellency
Lt Gen[l] Robertson.

Return of the Number of Men, Women and Children belonging to the Civil Departments, Victualed at New York and the Out Posts—20th August 1781.

	By Land			By Water
	Men	Women	Children	Men
1 Quarter Master General's Depart.....	524	132	105	81
2 Ditto Drivers attached to Corps.....	131	..	..	..
3 Commissary General's Department.....	335	28	42	16
4 Engineer Department...	379	157	265	..
5 Barrack Department....	238	72	106	7
Total.....	1607	389	518	104

New York 20th August 1781.

Return of Horses foraged at New York and Posts dependant the 19th August 1781 Viz[t];—

No		Horses
1	His Excellency the Command[r] in Chief's Guards and Family.....	59
2	Lieutenant General Knyphausen and Family....	30
3	Lieutenant General Robertson & "	7
4	Lieutenant General Campbell & "	6
5	Lieutenant General De Losberg & "	10
6	Major General Paterson & "	8
7	Major General Sterling.....	4
8	Late Major General Phillips and Aid de Camp..	5
9	Major General De Gosen & "	6
10	Major General Hackenberg & "	5
11	Major General Kospoth & "	6

No		Horses
12	Major General Bischausen & Aid de Camp.....	4
13	Major General Wurmb.....	3
14	Colonel Cockenhausen.....	4
15	Brigadier General Birch.....	8
16	Brigad[r] General the Earl of Lincoln.....	5
17	Brigadier General Arnold.....	6
18	Brigadier General De Lancey.....	6
19	Brigadier General Skinner.....	6
20	Adjutant General's Department.....	14
21	Secretary to the Commander in Chief.....	2
22	Surveyors to Ditto	4
23	Chaplain to the Staff.....	2
24	Major Brigade Phillips.....	2
25	Major Brigade Metzner (Cavalry).....	4
26	Major Brigade Moncrieff.....	2
27	Major Brigade Wallop.....	2
28	Town Major.....	2
29	Inspector General's Department.....	6
30	Muster Master General's "	4
	Carried forward.....	232
	Brought forward.....	232
31	Major Drummond.....	1
32	Pay Master General.....	1
33	Pay Master General (Northern Army).....	2
34	Secretary to "	1
35	Commissary General of Prisoners.....	3
36	Provost Martial and Deputy.....	4
37	Ordnance Storekeeper.....	1
38	Superintend[t] Gen[l] Physicians & Surgeons of the Hospital.....	21
39	Deputy Judge Advocate.....	3
40	Commissary of Musters.....	1
41	Hessian Hospital.....	1
42	Lieut Colonel Cockran.....	2
43	Captain Ottendorff.....	1

No		Horses
44	Lieutenant Miller	1
45	Lieut Colonel Emmerick	3
46	Captain Diemar	4
47	Royal Artillery	18
48	1st Battalion of Grenadiers	19
49	2d " "	15
50	1st and 2nd Battalion of Light Infantry	24
51	Mounted Light Infantry	41
52	7th Regiment	1
53	17th Dragoons	324
54	22d Regiment	12
55	37th Regiment	11
56	38th "	8
57	42d "	11
58	54th "	10
59	57th "	10
60	60th "	1
61	82d "	4
62	84th "	1
63	Guards	2
	Carried forward	794
	Brought forward	794
64	Hessian Artillery	6
65	Mounted Jagers	126
66	Dismounted "	14
67	1st Battⁿ Hessian Grenadiers	12
68	2d "	10
69	3d "	8
70	4th "	6
71	Regiment DuCorps	7
72	Landgrave's Regiment	13
73	Prince Charles' "	8
74	Donop's "	11
75	Losberg's "	10
76	Bunau's "	18

No		Horses
77	Combined Battalion	6
78	Waldeck Regiment	7
79	1st Regiment of Anspach	3
80	2d " "	2
81	American Legion	65
82	King's American Dragoons	84
83	Queen's Rangers	60
84	West Chester Refugees	116
85	New Jersey Volunteers	21
86	Loyal American Regiment	9
87	Colonel Turnbull	1
88	DeLancey's Brigade	18
89	Major Hanger	4
90	Guides and Pioneers	3
91	Lieutenant Colonel De Lancey	2
92	British Recruits	3
93	Governor Wentworth's Volunteers	8
94	Colonel Axtell & King's County Militia	6
95	Colonel Hamilton and Queen's County Militia	4
96	Garrison Battalion	1
	Carried forward	1466
	Brought forward	1466
97	Governor Franklin	3
98	Lieutenant Governor Elliot	3
99	Chief Justice of New York	3
100	Chief Justice of New Jersey	3
101	Attorney General	2
102	The Mayor	2
103	Mr Cox	1
104	Commodore Affleck	3
105	Colonel Philipse	2
106	Gordon & Biddulph	4
107	Inspector of Refugees	1
108	Naval Hospital	8
109	Mr Thurzton	1

No		Horses
110	Major Fraser Dy Qur Master General.....	3
111	Bridge Master.....	4
112	Quarter Master General's Department....1216	1819
113	" Attached to Gen[l] Officers & Corps. 603	
114	Commissary General's Department including himself Deputies, Assistants, Collectors of Forage &c.....	75
115	Engineer Department.....	35
116	Barrack Master's Do	158
	Total.....	3596

N. B.—Since the above Return was finished the Officers of the two Provincial Regiments for Pensacola, have obtained an Order to draw Forage; the 40th Regiment also has since arrived from the West Indies.

ESTIMATE of the Expence of 100 Horses to Government for one Year.

100 Horses
365 Days

36500 Rations at 14 lbs Hay and 8 lbs Oats pr Ration is 511000 or 228 Tons 2 C[t] 2 Q[rs] Hay and 292000 lbs or (at 32 lbs pr Bushel) 9125 Bushels Oats.

Tons	C[t]	Q[rs]				
228	2	2	Hay at £8 pr Ton (the established price).....	£1825	..	..
9125	Bushels Oats		7s pr Bushel (the established price).....	3193	15	0
				5018	15	0
Expences of Collecting Freight, Cartage, Issuing, Wastage &c			at 50s pr C[t].....	2509	7	6
			New York Currency....	£7528	2	6

or £75 5 7½ pr Horse.

Gentlemen:—

In conformity to your Request of the 20th inst, I send you a Waggons, Labourers and Artificers employed in my Depart-

The Board of General
Officers &c of which
Lt Genl Robertson is
President.

Return of the places where the Drivers, Horses and Waggons, General's Department may be seen.

	New York
Horses & Waggons.....	Bridewell Yard
Drivers & Labourers.....	"
Artificers.....	"

N. B.—Labourers and Artificers are encreased or Diminished

New York 23d August 1781.

Return of Transports employed in the Barrack Master

Vessels Names		Tonage	Where they are at present
Brig	Three Friends.....	103	Lloyd's Neck
Schooner	St Andrew.....	97¾	"
	William.....	76	"
	York.....	124	"
Sloop	Happy Couple.....	75	"
	Peggy.....	96¾	"
	Friendship.....	90	Haerlem
	Susannah.....	119	"
	Generous Friends..	101	"

New York August 23d 1781

Return of the places where the Vessels, Drivers, Horses,
ment may be seen on Sunday next.

I have the honor to be
Gent^m
Your most Obedient
Humble Servant
WM CROSBIE
B.M.G.

also Labourers and Artificers, employed in the Barrack Master

New York Island	Long Island
Haerlem	Lloyd's Neck
"	Do & Brooklyn
"	

occasionally as the Service requires.

Wm CROSBIE,
B. M. G.

General's Department.

Vessels Names		Tonage	Where they are at present
Schooner	Hope.....	100½	"
	Betsey.....	69	"
	Mary.....	74	"
	Free Mason.....	87¼	New York North River
	Friends.....	65⅓	"
	Clinton.....	30	" East River
Sloop	Mohawk.....	50	Narrows Long Island
	Defiance.....	56	"

Wm CROSBIE
B. M. Gen.

New York August 23d 1781.

Received and read Major Bruen's Answer to the letter of the 20th instant, as follows:—

New York 24th August 1781

SIR:—

I have the honor of receiving a letter from the Board of which your Excellency is President, dated the 20th instant, but not received at my Office 'till seven o'clock the following Evening as follows:—

(N. B.—a repition of the letter sent him 20th instant)

In consequence of the above, notwithstanding of the shortness of the notice, I have the honor to acquaint you, that I have been enabled to make out Muster Rolls ascertaining the names of each Man, the Number of Horses, Waggons, Carts, &c employed in the Qur Master General's Department, which will be produced agreeable to the desire of the Board on Sunday next at the following places Viz^{t}:—

At the Waggon Yard belonging to the Quarter Master General New York
At the Six Mile Stone on the Road to King's Bridge
At the Qu^{r} Mr General's Waggon Yard near Fort Knyphausen
At the Qu^{r} Mr General's Waggon Yard, Brooklyn Long Island
At a Field near the half Way House to Jamaica Long Island
At Lloyd's Neck Long Island
At Paulus Hook
At the Flag staff Staten Island & Light House Sandy Hook

In order to prevent any possibilities of mistake you will be pleased to direct the Muster Masters to attend at one and the same hour at each given place, when Officers will attend from the Department with proper Muster Rolls.

I take it for granted that tho' the above Letter mentions the Vessels are also to be Mustered, that the Gentlemen of the Board are well informed that business remains totally with the Agent for small Craft.

I have the honor &c

HENRY BRUEN.

His Excellency
Lieut General Robertson.

Received and read Colonel Crosbie's letter of the 24th instant, as follows

New York 24th August 1781

Gentlemen:—

In the letter I did myself the honor to write you on the 15th instant, in answer to yours of the 14th requesting my ideas on the cause of encrease of Expence, so far as related to my Department from December 1775 I observed that I had no knowledge of the expence of the Department, prior to my appointment on the 1st July 1780, and was totally incompetent to an opinion on a question of such importance; But as I am solicitous to give you every possible information, I have since been endeavouring to possess myself of such facts as may serve to elucidate so interesting and necessary an enquiry; and I am exceedingly sorry that after all my researches, I am not able to obtain such a knowledge of this matter as will authorize me to give you an opinion, so circumstantially decisive as I could wish.

My Predecessor being in England leaves me without that information which would lead to a more perfect understanding of many Circumstances necessary to be known in order to form a adequate idea of the causes which have gradually led to the encrease of Expences of the Department within the period you allude to.

In my enquiries I find the Troops were in Boston from the 13th December 1775 to the 17th March 1776 under the Command of Sir William Howe, and tho' fuel was high at that time, from the supplies being principally cut off by the Rebels, the charge to Government must, notwithstanding have been small, not only from the shortness of the time but from the number of Houses, Stores, Wharves, and Vessels, the property of persons in Rebellion, which were taken and given to the Troops for Fuel that Winter. This Army left Boston in March and went to Halifax, where they remained some short time, and from thence proceeded to Staten Island, where they waited the arrival of the reinforcement from England until the Month of August, when the troops took possession of Long Island, and

afterwards of York Island, both abounding with Wood, and which was obtained upon such moderate Terms that the Expence incurred for Fuel was in the Winter of 1776 and 77 must have been very inconsiderable, and which was also greatly lessened by the large supply of Coals received from Great Britain & Spanish River. The principal part of the Army was also that winter in the Jerseys under Lord Cornwallis; who were supplied with Fuel by the Inhabitants, at an easy expence; a Detachment was likewise sent the same Winter to Rhode Island, from whence a part of the Transports that carried the Troops to that place were immediately dispatched to the East end of Long Island for Wood, which with the quantity standing on the Island, and cut by the Troops, were sufficient for the exigencies of the Winter of 76 and 77.

In the Month of June 1777 supplies of Candles were received from England which prevented any considerable expence for that article, and the greatest part of the Army being in the Winter of 77 and 78 in the City of Philadelphia they were supplied with Fuel upon moderate Terms, and without incurring any material charge for the expense of Barrack repairs. The Island of New York also affording a sufficiency of Fuel for the Troops at Fort Knyphausen and its Dependencies in 77 and 78 and which being obtained with Facility & cheapness, the expence for that District was then comparatively small to what has been since experienced.

To the year 1778 fuel for the Troops in New York and on York Island was obtained at the average price of about 35/ a Cord, and the repairs of Barracks and Officers Quarters was also inconsiderable, as the houses occupied by the Troops were principally in tolerable order, and required but a small expence to make them suitable for the reception of the Troops when in Winter Quarters.

Barrack Bedding was also principally had from Great Britain to the year 1778 as well as large quantities of Coal and Candles, all which contributed very essentially to lessen the grants of Publick Money to that period.

From the best information which I have been able to procure upon a subject of such consequence, you have my ideas of the general causes that have contributed to render the expences

of the Department to the Year 1778 much less than they have been since that time; and I must also observe that the accounts of the different Departments not being closed, Nor the expences to May 1778 collected and ascertained particularly a very large proportion of the Barrack Department in Philadelphia, they could not possibly be brought into any account to that period, and were therefore defrayed out of the Monies granted by Sir Henry Clinton, and which contributed very materially to the apparent smallness of the expenditure of the public Monies prior to his Command.

I will now attempt to throw some light upon the other part of your question "the encrease of the publick Expence since May 1778." Here I find myself labouring under the same difficulties, the want of a competent knowledge of the transactions prior to my appointment however as it is my inclination that you should derive from me every information I will offer you my opinion upon that subject with as much precision as is in my power.

The wood on Rhode Island being all cut down & the means of supplying the Garrison with Fuel exceedingly difficult it became necessary for the Barrack Master there to hire a number of small Vessels into the service of Government, and send them to the East end of Long Island, and even as far as Lloyd's Neck within 50 Miles of New York for Wood, which, with the repairs of Barracks and other Houses occupied by the Troops two Winters, and fallen into a ruinous state, enhanced the publick expence to a very considerable sum.

In 1779 similar efforts were made by the Barrack Master of that Garrison to obtain Fuel, which with one thousand chaldrons of Coals, equal to three thousand Cords of Wood, sent that summer from England and New York, and a large quantity of Wood and Peat, collected and formed into Magazines, at an enormous expence fell into the Rebels hands, thro' the want of Transports upon the evacuation of that Island. This Army came to New York & the publick expence was thereby encreased in a proportion much greater than the Value of the Fuel left at Rhode Island; and the Vessels that had been hired into the service of Government there, were also necessarily retained in the pay of the Crown for the purpose of bringing Wood to this

City from the different parts of Long Island; but the Winter commenced so uncommonly early, and the weather was so intensely severe that these with others in the Department, were soon froze up, loaded with Wood, and continued in that situation for upwards of three Months, at the expence of Government.

In the same Year neither Barrack Bedding nor Candles were received from England for the Troops, which contributed to encrease the publick Expence, as the service from this omission made it necessary to purchase very large quantities of both these articles at an advanced price in New York.

The Barracks, Regimental Hospital, Store houses, Guard houses, and other Buildings in New York having from being occupied two Winters, fallen into ruin, very large and extensive repairs were absolutely necessary for the Accommodation of the Troops; which from the encreased price of Lumber, Carpenter's Wages, &c has occasioned a very heavy and additional expence to Government; and, enormous as it may appear, I am concerned to observe from the Ruin and Waste committed by the soldiers upon the Barracks, when in Winter Quarters, that expensive repairs are constantly necessary.

Since the Army evacuated Philadelphia & Rhode Island, the issues of Fuel in New York from an additional number of Refugees and other distressed Loyalists accompanying the Army, has encreased near one half; and consequently from the advanced price of Fuel in New York is one of the principal causes that the publick expence appears much higher than in the early period of the Rebellion.

The taking possession of New Posts is also another reason of the encrease of the publick Expence of my Department. In the Year 1778, we had only New York and its Vicinity, Rhode Island, and to the Month of May the City of Philadelphia; since that time Garrisons have been established in St. John's Island, Penobscot, Savannah, Augusta, Bermuda, Charles Town, Cambden, Portsmouth, &c all which occasions an additional expence in my, as well as the other Departments, for a variety of charges, not incurred, when the Army is in a more compact State.

I have already observed that to the Winter of 77 & 78 Wood was purchased at a moderate price, and with the quantities

procured from Rebel Estates, I believe did not cost Government, upon an average above 35/ pr Cord. Since that time from its being all cut down on York Island, and great part of that on Long Island contiguous to the landings in the same situation the price to Government encreased so rapidly that in July 1780, I found upon my appointment the price from 75/ to 80/ pr Cord. Upon Long Island and Staten Island, the rise of Fuel has been nearly in the same proportion. This circumstance alone will reconcile in a great measure the difference that appears in the publick Expence, between the periods you mention; and when I inform you that 48000 Cords of Wood have been issued to the Troop, Refugees and Loyalists in New York and its Dependencies in the course of twelve Months, it will account for the largeness of the sums granted by the Comm^r in Chief to defray the expence of the Barrack Departm^t. But when the facts I have suggested, respecting the Extraordinary repairs of the Barracks, purchasing of Bedding, Furniture and Candles in New York, the encrease of Posts & the appropriation of very large sums, granted by Sir Henry Clinton to defray the arrearages of the Department during Sir William Howe's Command, are taken into consideration without attending to many other Circumstances of less consequence to Government, I cannot but flatter my self that the great excess of the Warrants in the last period you mention will in some measure be accounted for, and the encrease of expences, so far as relates to my Department, satisfactorily explained; and if my ideas upon this occasion should appear well founded, and throw any light upon the very interesting enquiry you are engaged in I shall feel myself exceedingly happy in having this opportunity of assisting you in so complicated and difficult a Business.

I will now beg leave to enter upon my own transactions from July 1780, and which may serve to explain the largeness of the grants that have been made by the Commander in Chief in my favour. I have already observed that 48000 Cords of wood are expended in New York and its Dependencies in the course of 12 Months. This purchased at double the price that was formerly paid, amounts to a very serious sum, and amply proves, that the encreased expence of the Department, is founded on absolute necessity. The Article of Fuel now Constitutes a principal

part of the expence of my Department, which from the encreasing scarcity on Long Island, as well as the other places from whence it is obtained, is almost daily enhancing in its value,—and for the approaching Winter 50/ a Cord will be paid at Jamaica, Flushing &c, where the last Year the price was only 36/. On Staten Island it is also encreased from 42/ to 60/ a Cord.

Colo Clerk, my predecessor, not having received for several years before he retired, either Blankets, Candles or any other Articles from Great Britain, the quantity of Bedding and Barrack furniture, transferred by him, and fit for service, was very inconsiderable. From this circumstance, I was under the necessity of representing to the Commander in Chief the situation of the Barrack Stores, and to request a survey, upon which 11700 Blankets and Rugs, with other Articles were condemned as worn out and unfit to be issued to the Troops. To supply this defficiency was difficult, however, I was so fortunate to purchase such a quantity that with 4000 I borrowed of the Inspector General, and which I still owe him, as to furnish the Troops, not only in New York, but in the Southern District, a sufficiency for the Winter.

The Ruinous situation of the Barracks, and every other Building held by Government for that purpose, demanded my particular attention. I foresaw the difficulty as well as the greatness of the Expence that would attend the business, and in order to have the clearest information of what was necessary to be done for the Accommodation of the Troops, I caused a survey to be made by Persons acquainted with such matters, who reported that very large repairs were absolutely wanted to make them barely tenantable thro' the winter; and that from the encreasing price of Lumber, and every other Material, it was scarcely possible to ascertain the expence. These Buildings have been held by Government from 1776, and from the length of time they have been occupied, the carelessness of the Soldiers, and the too little attention paid to their preservation, require frequent repairs, and make a number of Carpenters and other Artificers constantly necessary to prevent them from falling into total decay.

Alarmed at the greatness of the Expence, attending the purchase of Candles and Barrack Bedding in this City, I have

made a requisition for Blankets, Candles, &c to be sent from Great Britain for re-supplying the Army the ensuing Winter; and it will not be improper upon this occasion to observe that a heavy annual charge is brought upon the Crown from the great number of Blankets not returned by the Regiments when they take the Field, and also from the ruined and useless state of a considerable part of those they do Return.

It gives me real concern that the exigencies of the King's Service has made such large Disbursements necessary, and which so far as respects the Article of Fuel will unavoidably continue to encrease, unless a supply of Coals can be procured to diminish the consumption of Wood; and here permit me to assure you, were it not for the exertions of the Refugees under Major Ward and Captain Harding at Bergen Point, who have received from the Commander in Chief, every encouragement to persevere in this business, and to whom I pay ten Dollars a Cord, I could not, from any other resource, that I have knowledge of, carry the Army thro' half the approaching Winter Weeks.

As I shall feel myself happy in explaining any matters falling within my own knowledge, you may be assured, I will readily contribute as far as in my power, to facilitate the arduous business you are engaged in, and to adopt any Oeconomical plan which upon mature consideration may be devised and will not in its consequences prove injurious & detrimental by impeding the service, and thereby bring on a greater Evil than it is intended to remedy.

With the greatest respect I have the honor to be
Gentlemen &c &c

Wm Crosbie
B. M. G.

To the Board of General
Officers &c to which his
Excellency Lieut General
Robertson is President.

The Board adjourned 'till Wednesday next at 10 o'clock.

Wednesday 29th August 1781.

Agreeable to Adjournment last Friday, attended for the meeting of the Board.

His Excellency General Robertson reported that the principal part of the Board being engaged on the King's Service no business could be entered upon. But on Friday next the Board will meet.

Friday 31st August 1781.

The Board met agreeable to adjournment last Wednesday.

Present—

His Excellency Lieut General Robertson
Lieutenant General Campbell
Brigadier General the Earl of Lincoln
Brigadier General Birch
The Honorable Henry White Esquire.

The Papers of Musters which were ordered to be taken of the different Departments not being yet come in, the Board

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Return of Drivers, Horses and Waggons belonging to the and Staff Officers and Several Corps of Hessians in the District

Drivers Names
Jacob Saur
John Saur
Conrad Fenner
John Gunderlach
Theodorus Dorstenburg
John Nolte
John Gabriel
Nicholas Brown
John Morgan
George Gandelach
George Charles
John Rhibein
Martin Demme
Jacob Rehres
Conradt Schrader
Lorentz Stiefell

adjourned themselves to Monday next the 3d of September.

Monday 3d September 1781.

The Board met agreeable to adjournment last Wednesday.

Present

His Excellency Lieut General Robertson
Brigadier General the Earl of Lincoln
Brigadier General Birch
The Honorable Andrew Elliot } Esqrs
& }
The Honourable Henry White }

Examined the Returns which had been taken of the Quarter Master General's Waggons, Horses, Drivers, Artificers &c as follows:—

Quart. Master General's Department attached to the General of New York.—26th August 1781.

To whom attached	Drivers	Horses	Waggons
Lieut General Kuphuysen Staff and Suite	12	26	12
Major General Kospoth..... "	2	4	2
Major General DeHackenberg.... "	2	4	2

Drivers Names

George Olerwein.....
Conradt Keiche.....
George Schneider.....
Jacob Summimin.....
Johannis Hupfeld.....
Adam Moller.....
Christ. Haubauld.....
Johannis Wierning.....
Melchier Zeugh.....
Jost. Osthewm.....
Justus Krug.....
Philip Fisher.....
Johanis Schreiner.....
Christoph Schmidt.....
John Graff.....
Anton Frederick.....
Henrich Fredler.....
Christoph Bete.....
Adam Braun.....
Henry Graling.....
Henry Shultz.....
John Henning.....

George Kebig.....
George Spaun.....
George Schebrumsit.....
John Sumberger.....
Adam Otto.....
John Florey.....
Dederick Siebalt.....
George Shultz.....
Daniel Groskurl.....
John Jost Hesse.....

To whom attached	Drivers	Horses	Waggons
Major General DeWurmb.....	2	4	2
"			
Major General DeBischausen....	2	4	2
"			
Lt Colo Eitell's Artillery.....			
"	4	23	4
"			
"			
Regt Du Corps for Baggage....			
"			
"	6	12	6
"			
"			
"			
Ditto for their Artillery.....	1	16	1
Regt Landgrave for Baggage....			
"			
"	6	12	7
"			
"			
"			
Ditto for their Artillery.....	1	13	1
Carried forward.....	38	118	39
Brought forward.....	38	118	39
Regt Prince Charles & Baggage..			
"			
"	6	12	6
"			
"			
"			
Ditto for their Artillery.....	1	15	1
Regt Bunau for Baggage.....			
"			
"			

Drivers Names

Conradt Pfur.....
Caspur Zohrbeich.....
Nicholas Farnbach.....
Casper Ursprung.....
John Jeckell.....
David Mohr.....
Christoph Hill.....
Adam Schabacker.....
Peter Saur.....
Christoph Hasselhuyn.....
John Mohr.....

I do certify that the above named fifty nine Drivers per-
ber of Horses & Waggons amounting to one hundred and eighty
and were Mustered by me this day at New York as above
Chief's Orders, and that the said Number of Horses appear to
are to the best of my judgment in good and serviceable order.

Return of Waggon Masters, Conductors, Clerks, Store-
ers in the Quart.r Master General's Department in the District

Oliver Bourdett Waggon Master General

Conductors

Hugh Hugh
Benjamin Sterns
John Granger
Thomas McManus
Daniel Hammel
Richard Cockran
William Montcrief

To whom attached	Drivers	Horses	Waggons
"	6	12	6
"			
"			
Ditto for their Artillery.....	1	13	1
Combined Battalion.....			
"			
"	5	10	5
"			
"			
Hessian Hospital.....			
"	2	4	2
Total.....	59	184	60

OLIVER BOURDETT
Waggon Mr General

sonally appeared before me this day, and that the above num-
four Horses and Sixty Waggons have also appeared before me,
mentioned, Pursuant to His Excellency the Commander In
be perfectly serviceable and the Waggons with their Harness

J. WELCH Qu^r M^r 17th Dragoons
Acting as Comm^y of Muster.

keepers, Carpenters, Blacksmiths, Harness Makers and Labour-
of New York 26th August 1781.

CLERKS

Hugh Cairns
Samuel Bayard
States M. Dyckman
George West

STOREKEEPERS

Abraham Fridell, Storekeeper
John J. Cluett, Asst
James Molloy
Richard Newton

CARPENTERS

Jos. Martin, Foreman
William McLeod
John Leach
Encas Roberts
Charles Dixon
David Jones

BLACKSMITHS

John Fox, Foreman
Patrick Duffy
Frederick Seaburn
Henry Bonta
Charles Ferguson
Alexander Sinclair

I do certify that the within mentioned Waggon Master Six Carpenters, twelve Blacksmiths, two Harness Makers, and and were Mustered by me at New York as within mentioned

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Return of Conductors, Carpenters, Blacksmiths, Drivers, partment in the District of Staten Island.

26th August 1781.

Men's Names	To Whom Attached
Henry Hay	
Samuel Ingle.....	
Peter Paterson.....	
John Goldin.....	Carpenters.....
Peter Young.....	
Nicholas Prickle.....	Blacksmiths.....

William Ford
Robert Clarke
Jacob Howard
Sipp Jordan
John Howard
Robert Conday

HARNESS MAKERS
Robert Carr
David Jones

LABOURERS
John Nowland
Thomas Nowland
William Stephney

OLIVER BOURDETT, W Mr Genl

General, Seven Conductors, four clerks, four Storekeepers, three Labourers, have personally appeared before me this day pursuant to His Excellency the Commander in Chief's orders.

J. WELCH, Qu^r M^r 17th Dragoons
Acting as Comm^y of Muster.

Horses, Waggons &c in the Quarter Master General's De-

Conductors	Carpenters	Blacksmiths	Drivers	Horses	Large Waggons	Small Waggons
2	..	..	..	..	..	..
..	2	..	..	..	..	..
..	..	2	..	..	..	..

Men's Names	To Whom Attached
Solomon Brogan.....	
Henry Herb.....	
Peter George.....	
Richard Marpole.....	
George Ward.....	
William Morris.....	
David Overdorf.....	Drivers.....
William Dixon.....	
Sippio Conyer.....	
King Fair.....	
Pompey Wilson.....	
John Lutkins.....	
John Mouder.....	Brigadier General Skinner.....
John Sprowles.....	
Richard Myers.....	1st Batt New Jersey Volunteers.
Stephen Stigby.....	
James Appleby.....	
Luke Appleby.....	4th Batt Ditto
James Myers.....	
Cuffe a Negro.....	Stewart's Troop of Guides & Expresses mounted by the Quarter Master General.....
John Cronk.....	
William Neilson.....	Loyal American Regiment.....
John Prince.....	
William Kennedy.....	Attending the post at Sandy Hook
	Total.....

I do Certify that the above named two Conductors, two sonally appeared before me this day and that the above Number large Waggons and fourteen small waggons have also appeared as above mentioned, pursuant to His Excellency the Commander

Conductors	Carpenters	Blacksmiths	Drivers	Horses	Large Waggons	Small Waggons
..	..	..	12	48	10	2
..	..	..	1	2	..	1
..	..	..	3	6	..	3
..	..	..	3	6	..	3
..	..	..	1	15	..	1
..	..	..	3	6	..	3
..	..	..	1	2	..	1
2	2	2	24	85	10	14

Carpenters, two Blacksmiths and twenty four Drivers per-
of Horses and Waggons amounting to Eighty five Horses, ten
before me and were Mustered by me this day at Staten Island
in Chief's Orders, and that the said Number of Drivers, Horses

& Waggons (allowing one Driver two Horses & one Waggon on missing with the Loy[1] Am. Regt one Horse at Grass, and one perfectly serviceable, and that the Waggons &c with their Order.

Return of Drivers, Horses and Waggons attached to the August 1781.

Drivers Names	
Lewis Pameter	
Thomas Brown	
Richard Hallum	
Isaac Morgan	
Thomas Hockaday	
John Hunter	
James Pierson	
James Mitchel	
Alexander Mackenzie	
John Hanover	
Donald McLeod	
Thomas Cameron	
George Peebles	
William Arnot	
Alexander Smith	
William Turnbull	
Daniel McKoy	
Henry McKoy	
Murdock McLeod	
John Hutchinson	
William Edinton	

Duty at Sandy Hook, one Driver two Horses & one Waggon on duty belonging to Captain Stewart's Troop) appear to be Harness are to the best of my judgment in good and serviceable

J. WELCH, Qu^r M^r 17th Dragoons,
Acting as Comm^y of Musters.

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several British Regiments in the District of New York 26th

To Whom Attached	Drivers	Horses	Waggons
22d Regiment Foot.....	5	10	5
37th Regiment Foot.....	5	10	5
42d Regiment Foot.....	10	20	10
Detachment of the Northern Army	1	2	1
TOTAL.....	21	42	21

OLIVER BOURDETT
W. Master General

I do certify that the above named twenty one Drivers number of Horses and Waggons amounting to forty two Horses were Mustered by me this day at New York as above mentioned and that the said Number of Horses appear to be perfectly best of my judgment in good and serviceable Order.

Return of Drivers, Horses, Waggons, Carts, Drays, Timber York 26th August 1781.

Drivers Names

William Hinton.....
William Goodman.....
Jacob Mute.....
George Honesty.....
Adam Mintus.....
Edward Moore.....
Richard More.....
John Stamper.....
John Henry.....
James Black.....
Abraham Miller.....
Caesar Skillman.....
Hery Bourdett.....
Andrew Kinkade.....
William Kiddy.....
Daniel Quin.....
Patrick Allen.....
Wanney Van Saun.....
Wanney Savage.....
Martin Cox.....
Peter Durham.....

personally appeared before me this day and that the above and twenty one Waggons have also appeared before me, and pursuant to His Excellency the Commander in Chief's Orders, serviceable and that the Waggons with their Harness are to the

J. WELCH, Qr Mr 17th Dragoons
Acting as Commy of Muster.

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wheels, &c in the Quartr Master General's Department at New

To Whom Attached	Drivers	Horses	Large Waggons	Small Waggons Carts, Drays, Timber Wheels, &c
To the supply of the General and Staff Officers, Hospitals, the mounting of Guides and Expresses, and for the moving of Field Forges, Timber Wheels, Transporting of Stores, Baggage &c of the Army.				
"				
"				
"				
"				
"				
"				
"				
"				
"				
"				
"				
"				
"				
"				

Drivers Names

George Wingfall.....
John Barwell.....
John F. Drayer.....
Quash, a Negro.....
Jack, a Negro.....
James Hornwist.....
William Hawkins.....
John Ochart.....
Abraham Smith.....
Soloman Sizland.....
York, a Negro.....
James Black.....

John Harvey.....
John Logan.....
Hugh McDowell.....
John Green.....
Dennis O Dair.....
Caesar, a Negro.....
John Fritz.....
Robert Logan.....
Pompey, a Negro.....
William Sampson.....
Joseph Russell.....
Joseph Black.....
John Frazer.....

To Whom Attached	Drivers	Horses	Large Waggons	Small Waggons Carts, Drays, Timber Wheels, &c
"				
"				
"				
"				
"				
"				
"				
"				
"				
"				
"				
"	33	126	3	41
Carried forward.....	33	126	3	41
Brought forward.....	33	126	3	41
	14	...	..	..
TOTAL.....	47	126	3	41

Drivers Names

John Farrell.....
Joseph Thompson.....
John McKenney.....
Charles Jenkins.....

I do certify that the above named forty seven Drivers have number of Horses, Waggons, Carts, Drays, Trucks, &c amount- forty one small waggons, Carts, Drays, Trucks, Timber Wheels day at New York; also the above named four drivers appeared by me at Paulus Hook as above specified pursuant to His Number of Horses (three sick and lame excepted) appear to be Harness are to the best of my Judgement in good and serviceable

Examined the Returns which had been taken of the Com- follows:—

MUSTER ROLL of Artificers, Labourers &c employed in the

Names	Where Employed
Carpenters	
John Kelly.....	
John Leonard.....	
William Lorton.....	New York
Lewis Lorton.....	
Thomas Ridding.....	
Joshua Browne.....	
Cornelius Kingsland.....	

To Whom Attached	Drivers	Horses	Large Waggons	Small Waggons Carts, Drays, Timber Wheels, &c
Employed with the Engineer's at Paulus Hook.....	4	8	..	4

OLIVER BOURDETT
Wag^{n} Master General

personally appeared before me this day and that the above
ing to One hundred and twenty six horses, three large Waggons,
&c have also appeared before me and were Mustered by me this
personally with eight Horses and four Carts and were Mustered
Excell^{cy} the Commander in Chief's Orders, and that the said
perfectly serviceable and that the Waggons &c with their
Order.

J. WELCH, Q^{r} M^{r} 17th Dragoons
Acting as Comm^{y} of Muster.

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missary General's Waggons, Horses, Drivers, Artificers, &c as

Commissary General's Provision Department.

Names	Where Employed
James Grant.....	New York
William Gleaves.....	
Richard Wenman.....	
Gilbert Pell.....	
Coopers	
Richard Smy.....	New York
Mathew Melvin.....	

Names	Where Employed
Patrick Ferguson	New York
John McMinn	
Robert McGwillam	
Tom Richards	
Eneas Graham	
Daniel Stilwell	
Butchers	New York
Peter Ball	
George Ciker	
John Nicholls	
James Rote	
Labourers	New York
Negro Orestus	
John Algee	
James Jordan	
Edward Morrison	
Isaac Pake	
Philip Adams	
Negro George	
William Murchee	
Michael McCann	
Nicholas Butler	
James Cashan	
John Boscow	
John Muldoon	
Cornelius Van Horne	
William Homes	
Frederick Sholts	
Richard Minifee	
Robert Stokes	
John Faulk	
Frederick Margeson	
John Laverage	
Hugh Crawford	

Names	Where Employed
Patrick Fleming	New York
Michael Laderick	
John McDonald	
Isaac Brower	
Michael Jordan	
John McLachlan	
Patrick Nevan	
Isaac Hedges	
John McGear	
John Bigger	
Negro Toney	
Negro Antrim	
Isaac Demitt	
Negro Supio	
Thomas Murphy	
John Russell	
James Quigley	
Baker Brasher sick	
John Newstead	
Joseph Goodwin	
Samuel Lillick	
Robert Scott	
Edward Waleing	
Negroe Ben	
John Reid Senr	
John Reid Junr	
James Parker	
David Finney	
Michael Slidell	
John Armstrong	
Abraham Laverge	
Orick King	
Martin Heman	
Negroe Sampson	
Jacob Van Hook	
William Hern	

Names	Where Employed
Edmund Sweeney	New York
John Hagathee	
Joseph Nutten	
Christopher Ternyea	
William Cockery	
John Farrall	
Joseph Bedson	
William Smith	
Michael Stagg	
John Jackson	
Negroe Harry	
James McArath	
William Jennings	
James Degay	
Arch^{d} Thompson	
Thomas Rowett	
George Ross Sick	
Edwd Smallridge Sick	
John Greenwood Sick	
Edmund Dwyer	
James King	
Thomas Johnston	
Jacob Miller	
Alex^{r} Gilmore	
Jeremiah Driscoll	
John Cameron	
William Anderson	
John Armstrong	
Thom^{s} Stratford	
Benj Van Winkel Sick	
William Jarvis	
John Stewart	

Names	Where Employed
Murdach Mackenzie	New York
Patrick Brady	
Alexander Dobbin	
Obed. Cook	
Peter Langsbraith	
John Cook	
Richard Edwards	
William Powell	
Joseph Miller	
Robert Belcher	
Negroe Peter	
Carpenters	Staten Island Employed only to build a store
George Hemain	
Samuel Van Gesen	
John Van Iderstine	
Stephen Arnold	
Joseph Hays	
Walter Flynn	
Masons	
Joseph Thorn	
Henderick Lutkins	
Labourers	Paulus Hook
John Lutkins	
Patrick Walch	
McIntosh	
Butchers	
John Tournay	
James Eager	
Labourers	
Negroe Jerry	
Jacob	

Sixteen Carts & Horses NEW YORK

G. TOWNSHEND
Ass Com Gen[1]

I do hereby Certify I have Mustered in the Commissary and Paulus Hook Eighteen Carpenters, Eight Coopers, Sixteen Horses & Sixteen Carts, by allowing five Men sick.

This 26th Day of August 1781.

MUSTER ROLL of the Assistants Overseers, Coopers, Labour-Department, at the different Provision Magazines on this

Where Mustered	Names
Brooklyn	Greggs Farish William Maffett William White Jacob Walden Cato Jacob Wilkinson Casar Miller
Yellow Hook	William Palmer John Miller James French
Hallet's Cove	James Foster Benj Rappillee Thos Howell Smith Jas. Fosters Negro
New Town	Gillam Tailer Thomas White Smith James Grumbly John Jackson Daniel Way

General's Provision Department in New York, Staten Island Butchers, two Masons, one hundred and six Labourers & Six-

J. Welch, Q.r M.r 17th Dragoons
Acting as Comm.y of Muster

Brooklyn, Long Island 23d August 1781

ers and Waggoners, Employed in the Commissary General's Island.

	Remarks
Assistant	
Overseer	
Cooper	
Labourer	
"	
"	
Waggoner	Two Horses & 1 Waggon
Assistant	
Cooper	
Labourer	
Assistant	
Overseer	
Cooper	
Labourer	
Assistant	
Cooper	
Labourer	
"	
"	Occasional Labourer

Where Mustered	Names
Jamaica.....	Richd Wm Parkin..... Joseph W Coddington..... Hugh Martin..... Patrick Wieurgan..... Nathan Nelson..... Negro Lewy..... Negro James.....
Lloyd's Neck....	James G. Johnson..... William McDonald.....

I do Certify that the above named assistants, Overseers, Waggon) personally appeared before me and were Mustered by His Excellency the Commander in Chief's Orders.

Given under my Hand at Brooklyn this 31st day of August

MUSTER ROLL of Artificers, Labourers, &c Employed in the Marston's wharf.

Names	Where Employed
Carpenters Alexander Leslie..... David Bane..... Cooper Miles Post..... Labourers Dennis Post..... John Baalman.....	Haerlem Heights

	Remarks
Assist.....	
Assist.....	Late at Hampstead
Labourer.....	
"	
"	
"	
"	Occasional Labourer
Assist.....	
Labourer.....	

ROGER JOHNSON
Assist Comm^y General.

Coopers, Labourers and Waggoner (with two Horses and one me at the different places as above mentioned, pursuant to

1781.

BENJ^N RIX,
Q^r M^r 17th Lt. Dragoons.

Commissary General's Department at Haerlem Heights and

Names	Where Employed
Thomas McKie.....	Haerlem Heights
William Beaton.....	
Joseph Nodine.....	
David Post.....	
William Anderson.....	
Henry McMurdy.....	
Jere Beekman.....	
William Sibiston.....	
Thomas Slade.....	
Negro Daniel.....	

Names	Where Employed
Negro William.....	Haerlem Heights
Richd Jacobs.....	
Two Waggons, One Cart, Six Wagg^{n} Horses.....	
Cooper	
Philip Young.....	Marston's Wharf
Labourers	
John Conrad Demas.....	

I do hereby Certify I have Mustered in the Commissary Wharf, two Carpenters, two Coopers, twenty two Labourers, this 26th day of August 1781.

Muster Roll of Artificers, Labourers, Carts, Waggons, Department.

No	Name
1	John Lashore.....
2	Christ. Whart.....
3	James Rhob.....
4	Michael Leary.....
5	Richard Heffeman.....
6	Jack Myers.....
7	Peter Loshe.....
8	Charles Ackerman.....
9	Dennis Dowling.....
10	Hugh Duncan.....

Names	Where Employed
Charles Hinxman.....	
Robert Cook.....	
Henry Hemion.....	
William Hanselbaker.....	
Augustine Van Donk.....	
Thomas Johnston.....	
Negro Cyprus.....	
One Waggon, two Horses, two Carts, One Horse & two Oxen..	

G. Townshend
Ass^{t} C$^{r.}$ Genl.

General's Departmt at Haerlem Heights and Marston's three Waggons, three Carts, two Oxen & Nine Waggon Horses

Jos Gardner, Qu^{r} M^{r} 17th Dragoons
Acting as Comm^{y} of Musters.

Horses and Drivers employed in the Commissary General's

Employment	Where Employed
Cooper.....	Grain Magazine New York
Labourer.....	"
"	"
"	"
"	"
"	"
"	"
Stacker.....	Hay Magazine New York
"	"
"	"

No	Name
11	Isaac McSparren
12	James West
13	Robert Chambers
14	James Gosling
15	Will Consaback
16	Walter Parsell
17	Thomas Miles
18	John Sweed
19	John Kingsland
20	Mathew Burns
21	John Taylor
22	Peter Lashere
23	Jacob Ott
24	Thomas Leader
25	Jacob Apple
26	Joseph Sparrington
27	Peter Bogart
28	John Soule
29	Henry Day
30	William McKinney
31	James White
32	Thomas Williams
33	Alexander McGregor
34	John Adams
35	Peter Gargison
36	John Orchard
37	John Bayley
38	Mathew Beard
39	James Wisher
40	James Moore
41	Hector McKinzie
42	Alex Bradburn
43	Henry Mullen
44	William Kilso
45	James Anderson
46	John Allison

Employment	Where Employed
Stacker	Hay Magazine
"	"
Labourer	"
"	"
"	"
"	"
"	"
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No	Name
47	James Park
48	Thomas McKill
49	John Bradley
50	Thomas Tobin
51	Tom Langrange
52	Edward Messer
53	Adam Barbarea
54	Cato James
55	Mount Brown
56	Caesar Kam
57	John Monier
58	Peter Smith
59	Prince Lowrey
60	Caesar Brinley
61	Jack Bayard
62	Cato Charles
63	Prince Davis
64	Cato Ceburn
65	Caesar Watson
66	Jack Beackman
67	Samuel Cooper
68	Samuel Homfray
69	David
70	John Day
71	Cornelius McKinzie
72	William Oliver
73	Jack Stanton
74	Scipio Clay
75	Felix Brinley
76	John Heard
77	Robert Combs
78	Rhuben Evans
79	Sam
80	Tom
81	Tom
82	Isaac

Employment	Where Employed
Labourer	Hay Magazine
“	“
“	“
“	“
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“	“
Stacker	Staten Island Magazine
“	“
Labourer	“
“	“
“	“
“	“
“	“

No	Name
83	Isaac.....
84	Munro.....

At the Hay Magazine New York twelve Horses & Carts Horses Complete.

I do hereby Certify that I have Mustered and Inspected One twelve Carts & One Waggon in the Commissary General's the above Muster Roll, and that they actually appeared on the

---

MUSTER ROLL of Labourers, Drivers, &c employed in the

Prince
Bill
Dorus
Jack

Philip Berger Driver, One Cart and two Oxen, Alexander

These certify that Eight Labourers, one Cart, and two Oxen Department at Brooklyn Long Island under the Direction of

---

New Town Long Island 28th August 1781

MUSTER ROLL of Assistants and Labourers Employed in the Service.

Walter Humphrys Assist Commiss^y of Forage

John Sweethen
Cornelius Daily } Labourers
Comfort Benedick

Benjamin Rix, Q^r M^r
17th Dragoons Acting Asst Comm^y of Musters

Employment	Where Employed
Labourer.....	Staten Island Magazine
"	"

GEO BRINLEY
Cy Forage.

complete at Staten Island Magazine one Waggon and two

Cooper, Seven Stackers, twenty six Labourers, fourteen Horses,
Department in New York and on Staten Island; agreeable to
Spot, except five Men Sick, this 26th day of August 1781.

J. WELCH, Qr Mr 17th Dragoons
Acting as Commy of Musters.

Forage Department at Brooklyn Long Island.

Arthur
Lewis
Peter
Ashman

McIntosh, Driver One Waggon and two Horses.
and a Driver all above named, are employed in the Forage

WM TYNG
Dy Comy
Brooklyn 26th August 1781.

BENJm RIX,
Qr Mr 17th Lt. Dragoons

Commissary General's Department at this Post in the Forage

Gone to New York with the Weekly Returns
of Forage.

Walter Humphrys
Assist Commy of Forage

MUSTER ROLL of Assistants & Labourers employed in the Service.

John Yates Assistant
Mathew Farrington
James Wine

Benjn Rix,
Qu^{r} M^{r}. 17th Lt. Dragoons
Acting Assist Comm^{y} of Musters.

MUSTER ROLL of the Assistants and Labourers employed in missary General &c.—

William Shepherd, A. C. F.
John Leonard
John McFee
William Connett
Mathias Johnson
Peter Smith
John Tomson
Patrick Curry

Total 16

Benj.^{m} Rix, Qu^{r} Mr^{r}. 17th Lt Dragoons,
Acting as Asst Comm^{y} of Musters.

MUSTER ROLL of Assistant and Labourer employed in the Light Dragoons at this post in the Forage Service.

John Jarvis, Assistant

Benj^{m} Rix, Qu^{r} M^{r} 17th Light Dragoons,
Acting Asst Comm^{y} of Musters.

Flushing Long Island 28th Aug 1781

Commiss^y General's Department at this post in the Forage

Black John
Black Toney
Black Boss

JOHN YATES
A. C. F.

Jamaica Long Island 28th Aug 1781

His Majesty's Forage Magazine under Daniel Wier Esqr Com-

Black Jack
Black Prince
Black Splato
Black Isaac
Black Liverpool
Black Lew
Black Chatham
Black Ashman

WILLIAM SHEPARD
A. C. F.

Fresh Meadows, Long Island, Aug 30th, 1781

Commissary General's Department with the 17th Regiment

Thomas Jones, Labourer

JOHN JARVIS
Asst Comm^y of Forage,
with the 17th Regt Light Dragoons

Examined the Returns which has been taken of the Barrack Master General's Drivers, Waggons, Horses, Artificers, &c &c as follows:—

MUSTER ROLL of the Artificers, Labourers, Horses, Waggons and Carts employed in His Majesty's Service in the Barrack Master General's Department in New York, taken 26th August 1781, in conformity to the request of the Board of General Officers, signified by them in a Letter to Lieut Colonel Crosbie Barrack Master General, dated the 20th instant.

CARPENTERS. 19

Henry Thomas	John Goddard
David Austin	Dariet Goddart
James Govers	John D Lamaeter
George Smith	John Kilegroor
Amos Chase	John Howard
Paul Brown	Christ. Hanson
Samuel Thomas	Jonathan Closing
Isaac Gidney	Jacob Gerod
Ebinezer Smith	Daniel Kieting
Richard Rowden	

LABOURERS & CARTMEN 45

Alex^{r} Robertson, Wag^{n} M^{r} & Overseer

Joseph Mac Fall, Assist	Mandit Van Horn
Thomas Acker	Frederick Hellman
Richard Holloway	Robert Graham
Martin Bucks	John Wainwright
John Club	Robert Wright
Cornelius Dyckman	William Denier
Peter Dyckman	Richard Dykman
Martin Fowler	Paul Friday
Abraham Williams	John Green
John Williams, Senr	Jeremiah Moore
John Williams Junr	Daniel Morewise
Samuel Williams	Richard Mount
Alex McDonald	David Paterson
John Wylie	Alberts Tybout
Michael Allen	Abh^{m} Okerman

John Bogart
John Finland
Isaac Young
George Dyckman
James Cockrane
Jacob Stayman
John Normond
William Webb
Caleb Featch
William Waldron
Charles Taylor
Christopher Byreman
Christopher Paterson

LABOURERS 13

Peter Stewart
Benjn Steel
Seth Crowell
Daniel Bogart
Henry Williams
John Lintner
John Clisby
Lethan Stanton
David Ross
John Kulpt, Sick
Jacob Howser
Christian Carrickmyer
Fred^{k} Houseman

NEGRO LABOURERS 63

Generous Brutus
Will Ash
Saml Atkins
Pollydore Allick
Jack Adams
Dick Barnham
Cupid Bennett
Jack Butler
Scipio Channel
Tom Fountain
Cato Fowler
William Ferris
Harry Fowler
Ned Goddin
Jack Gibbons
Will Glenn
Prince Hoebrick
Jordan Jack
Harry Jacks
Sam Crayton
Tom Lagrue
Sam Morris
Titus Milliner
Rob Powell
Abr^{m} Quince
Jack Robinson
Jack Ranger
Tom Robinson
Jack Rogers
Dick Richardsons
George Livingstone
Tom Sommors
Jack Scully
Jacob Somerset
Tom Channel
Pompey Clarke
Dick Coles
Caesar Gould
Cambridge Dublin
Robert Dalton
Jack Eddison
Ned Edmund

Pompy Fleet
Jupiter Farmer
James Stivers
William Smith
Princus Scott
Tom Thompson
Peter Tarbet
Sancha Pancha
Joe Williams
Jack Williams
Reuben Watner
Cuffie Warwick
Rob. Robbin
Dick Brown
Bombaru
James Davie
Peter
November
William
Jackson
Daniel King
59 Horses, 40 Carts, 3 Waggons with Tackling complete.

Staten Island
2 Labourers, John Mitchel, Lambert Gunner, one Driver Isaac Plur, One Waggon & 2 Horses.

Barrack Mr Genl's Office
New York Aug. 26th 1781.

JAMES CLARKE

I do hereby Certify that I have Mustered in the Barrack Master General's Department in New York Nineteen Carpenters, forty five Labourers and Carmen, thirteen Labourers, Sixty three Negroe Labourers, fifty nine Horses, forty Carts and three Waggons with Tackling complete: By allowing one Man sick, one man absent, one Man and Six Horses on Duty Also on Staten Island, Two Labourers, one Driver, One Waggon and two Horses.

J. WELCH, Qu^r M^r 17th Dragoons
Acting as Comm^y of Musters.

Jamaica, Long Island, 28th August 1781

MUSTER ROLL of the Assistants and Labourers, employed in the Barrack Master General's Department.

Jamaica George Gunn, Assistant
Charles Dimie, Labourer
Newtown George Rapalye Assistant

GEO: GUNN
Ass. B. M.

Benjn Rix, Qu^r M^r 17th Lt. Dragoons
Act^g ass^t Comm^y of Musters.

MUSTER ROLL of the Barrack Master General's Department stationed at Brooklyn and Yellow Hook Long Island.

Brooklyn 31st August 1781.

Names	Where to assemble
O Sulivan Sutherland Asst. B. Mr.	BROOKLYN
Benjamin Tyers Conductor	
Freebody Conductor	
Adam Cunningham Yard Keeper	
Labourers	
Jonathan Stoney	
William Jones	
Donald McLellan	
James Smith	
Caesar Wood	

O. SULIVAN SUTHERLAND
Asst B. Mr.

I do certify that the above named Asst. Barrack Master, two conductors one yard Keeper and five Labourers, have personally appeared before me this day, and were mustered by me at Brooklyn as above mentioned, pursuant to His Excellency the Commander in Chief's Orders.

Given under my Hand at Brooklyn
this 31st Day of August 1781.

BENJn RIX, Qur Mr
17th Light Dragoons.

Lloyd's Neck 29th August 1781.

MUSTER ROLL of the Assistants and Labourers, Horses and Waggons employed in the Barrack Master General's Department.

James Nixon,	Assistant
James Moore	"
Nathan Roberts	Carpenter
John Nichols	Blacksmith
Freedom Burdick	Conductor

Nicholas Harmony	Waggoner
John McMaster	"
Charles Stackhouse	"
Tertullus Dickenson	"
Joseph Rathburn	"
John Underwood	"
John C. Church	"
Henry Ronalds	"
Arch^{d} Charter	"
John Calvin Turner	"
James Long	"
John Willis	"
Dover Steadman	"
Step^{h} Moore	"
Ichobad Black	"
Thomas Conckling	"

Total 21 men—16 Waggons & 41 Horses

JAS. NIXON
Asst. to the B^{k} M^{r}.

Benjn Rix,
Qu^{r} M^{r} 17th Light Dragoons
Acting Assist. Commissary of Musters.

MUSTER ROLL of the Labourers, Drivers, Horses and Carts employed in His Majesty's Service in the Barrack Master General's Department on York Island taken the 26th August 1781 in conformity to the request of the Board of General Officers, signified by them in a Letter to Lieut Colonel Crosbie Barrack Master General dated the 20th Instant.

LABOURERS AND DRIVERS

Jacob Laizer	Stephen Weakley
William Adams	Isaac De la Maitre
Edwd Moarerly	Peter Grant
Adam Heirman	Daniel Grant
Robert Hughes	Robert Miller
William Anderson	Samuel Hill
Lawrence Skinnick	William McLean
Harman Hutts	John Shields

Neen Pero	George Henry
Andrew Gilmore	Daniel Williams

20 Horses and 20 Carts with their Harness Compleat.
Barrack Mast. General's Office New York August 26th 1781.

JAMES CLARKE

I do hereby certify that I have Mustered in the Barrack Master General's Department on York Island, Twenty Labourers & Drivers, Twenty Horses, and twenty Carts with their Tackling compleat.

JOS. GARDNER
Q. M^r 17 Lt Dragoons Acting as
Comm^y of Musters.

Lloyds Neck 29th August 1781

Muster Roll of the Vessels employed in the Barrack Master General's department.

Schooner William

William Johnston	Master
David Norea	Mate
William Leacher	Seaman
Thomas Rosgrove	"

Sloop Peggy

William May	Master
John Robinson	Mate
Alexander Blake	Seaman
George Amos	"
Peter Black	"

Schooner St. Andrew

George Jefferson	Master
George Gunn	Mate
Joseph Armstrong	Seaman
Josiah Butler	"
Richard Black	"

Brig Three Friends

Francis Kirk	Master
Elijah Parker	Mate
George Duncan	Seaman
Fower Smith	"
Quash Mowatt	"

Schooner York

Samuel Perry	Master
Silas Perry	Mate
Patrick Blackburn	Seaman
Thomas Black	"
Jack Black	"
Samuel Black	"
Edward Perry	"

Sloop Happy Couple

John Stanton	Master
Job. Goddard	Mate
Daniel Trainer	Seaman
John King	"

JAS. NIXON
Asst. to the B^k Master

Benjn Rix.
Qu^r M^r 17th Lt. Dragoons
Acting Asst Comm^y of Musters

New York 26th August 1781

MUSTER ROLL of Artificers, Sawyers, &c employed at the undermentioned places under the direction of Captain Alexander Mercer Commanding Engineer.

Where Employed	Stations	Names
New York.....	Foremen....	Joseph English
		Herman Ladrue
	Carpenters..	Hugh Glenn
		Andrew Brown

Where Employed	Stations	Names
New York.....	Carpenters..	Archibald Keith
		William Robinson
		William Henderson
		John Ball
		James Walsh
		Phineas Howell
		Felix Bentley
		James Aylwood
		Hampton Oliver
		Gysbart Bogart
	Foremen....	Nathaniel Harriott
		David Smith
		Hugh Drake
	Carpenters..	Michael Rudder
		Levi Deeker
		James Lang
		John Anderson
		John O Neal
		John Towers
		Peter McWharton
		Andrew Ritchie
		Richard Cumming
	Masons.....	Andrew Gibson
		John Boggs
		Thomas Middleton
		Benjamin Head
		Obadiah Pannel
		William Laight
	Foreman.....	Duncan McEchran
	Smiths.....	Henry Bush
		Jacob Varden
		William Varden
		Robert Ireland
		Martin Merigon
		Joseph Baker
		James Henderson

Where Employed	Stations	Names
New York.....	Smiths.....	Peter Cuffee
		Jacob Till
		John Keene
	Labourers...	Daniel McGraw
		John Saunders
		James Farries
		James Connolly
		Anthony Tiebout
		William Green
		Cato
		Anthony
		John Davids
		Harry Thomas
		Samuel Dove
		John Ramsey
		Thomas James
	Acting Qu[r] Master....	Archibald McNeil
Staten Island...	Foremen....	Abraham Conrad
		John Booth
		Archibald Fullerton
		Daniel Connor
	Carpenters..	Josiah Banks
		Norris Carr
		William Palson
		John Steenburg
		Wm Speekman
		Isaac Scoffil
		John McCollom
		William Sypher
		James Howell
		William Fish
		Thomas Dunnam
		Andrew Pickens
		Anthony Egbert
		John Dove

Where Employed	Stations	Names
Staten Island...	Carpenters..	Martin Blackford
		William Stocomb
		Nicholas Esting
		Samuel Barnett
		James Powell
		John Davidson
		James Gibbeny
		Nathaniel Parker
		John Patient
		Samuel Ginnings
		William Shields
		Jonathan Conrad
		Adam Smith
		Nathaniel Hornett
		James Blissard
		Philip Cethline
		Christopher Bernard
		Benjn Aylwood
		Jeremiah Myers
		James Johnson
		Charles Wright
		Benjamin Freeman
		Peter Arthur
		James Downs
		Frederick Wiser
		Asher Aylwood
	Sawyers....	Henry Miller
		Mathew Graves
		William Stites
		James Ferguson
		Joseph Baker
		William Fraser
		John Elwerd
		John Coughtree
		John McKoy
		John Largeley

Where Employed	Station	Names
Staten Island...	Sawyers....	William Beers
		Abraham Chadwell
		Oliver Williams
		William Hutchinson
		Thomas Day
		John Lasson
	Foremen....	Robert Wilkinson
		John Laycock
		Owen Hews
		Marmaduke Hutchinson
		John Cattle
		John Bond
		Amos Dillon
		John Turner
		John Jenkins
		Francis Dominick
		John Livilly
		George Lord
		Thomas Sprout
		Charles Taylor
		John Fordell
Paulus Hook....	Carpenters..	Thomas Randall
		Isaac Davis
		Philip Gage
		William Worster
		Joseph Barlow
		Samuel Pritchett
		Charles Brewer
		Jacob Mawby
		Isaac Lawson
		Thomas Thorne
		Elias Top
		John Gomez
		Lewis Debois
		Luke Bird
	Sawyers....	Thomas Potts
		John Webster

Where Employed	Station	Names
	Foreman.....	Conrad Wiler
	Carpenters..	John Shannon
		Joseph Saxton
		William Fraser
		Andrew Durand
		Joshua Watson
		John Butler
		John Clark
		Edward McKindray
		Smith Jones

Number of Horses, Waggons, Carts and Dirvers Mustered in New York.

Drivers Names	No. of Drivers	No. of Horses	No. of Waggons	No. of Carts
Richard Coughtery....				
Robert Atkins.....				
Thomas Peters.....	6	12	6	..
Thomas Allway.....				
Michael Wiler.....				
John Rob.....				
John Miller.....	3	3	..	3
William Acker.....				
TOTAL.....	9	15	6	3

I do hereby Certify I have Mustered in the Engineer's Department, at New York, Staten Island and Paulus Hook, under the Command of Captain Alexander Mercer Commanding Engineer. One Acting Quarter Master, thirteen Foremen, Ninety two Carpenters, Eighteen Sawyers, Eleven Masons, Ten Smiths, thirteen Labourers, Nine Drivers, fifteen Horses, Six Small Waggons and Three Carts as above mentioned.

J. WELCH
Qu^r M^r 17th Dragoons
Acting as Commiss^y of Musters.

New York 26th August 1781

MUSTER ROLL of Artificers, Sawyers &c employed at the undermentioned places under the direction & orders of Captain Alexander Mercer, Commanding Engineer.

Where Employed	Station	Names	
Horns Hook....	Foremen....	Joseph Watkins	
		William Simpson	
		Peter Gearbrants	
		Josiah McCurty	
	Carpenters..	Able Land	
		George Soules	
		William Kingsland	
		John Williams	
		John Bardine	
		Peter Melvin	
		John Plantain	
		Samuel Lloyd	
		Barnett Llynn	
		John Barber	
		Duncan Currie	
		Roger Sullivan	
		Richard McGinnis	
		Peter Vandeford	
		John Devoir	
		Thomas Gurty	
		Ninian Lindsay	
		John Peachey	
		Samuel Walstine	
		Daniel Soules	
		Andrew Carthew	
		Roger Molholland	
		John Mahony	Sick in NewYork
		William Gardner	Sick in NewYork
		Richard Wilkinson	Sick in NewYork
		Laughlin Campbell	
		William Holmes	

Where Employed	Station	Names
Horns Hook....	Carpenters..	Samuel Milligan
		George Dawson
		Mathew Douglass
		Isaac Weeks
		Richard Irvine
		Conrad Gunter
		John Lewis
		Jacob Dice
	Sawyers....	David Oliver
		Thomas Scadden
		Andrew Leonard
		John Millegan
		John Warner
		John Ostrum
		William Barnett
		James Keith
		Joseph Willerby
		Peter Hance
		John Heust
		Conrad Grovestine
		Daniel Aymar
		Daniel Sutherland
	Foreman.....	William Baird
	Carpenters..	Thomas Kerr
		Peter Bradshaw
		Newcomb Smith
		Barry Waldron
		Isaac Waldron
		Martin Rush
		Griffin Pritchett
		John Fitzpatrick
		Charles Boulbe
		James Perro
		John Ruttan
		Daniel Ruttan
		Abraham Gerring
		William Henry

Where Employed	Stations	Names
Horns Hook....	Carpenters..	Joseph Sheldon
		Esburn Pringle
		Samuel Hutchins
	Sawyers....	James Bradshaw
		Barth^w. Moore
		William Robinson
	Labourers...	Alexander Dougle
		John Dougal
		Alexander McClintock
	Foremen....	John Reid
	"	Archibald Nesbitt
Fort Knyphausen and its Dependencies.	Carpenters..	John Williams
		William Wilkins
		Adrian Shearman
		John Cursur
		Robert Angus
		Robert Craigue
		William Cameron
		William Cudmore
		Enoch Leonard
		John Oblinus
		Isaac Anderson
		Peter Vonck
		John Simmons
		William Stringham
		William Davis
		Daniel Irvine
		William McKenzie
		Andrew Ostrum
		Thomas Manuel
		Jacob Myers
	Sawyers....	Alexander Thomas
		John Gray
		John Hurter
		Walter Bourke

I do hereby Certify I have Mustered in the Engineer Department at Horns Hook and Fort Knyphausen under the Command of Capt Alexander Mercer Commanding Engineer Six Foremen, Seventy Carpenters, twenty three Sawyers and four Labourers, excepting three Carpenters sick as above specified.

Jos Gardner,
Qu^{r} M^{r} 17th Lt. Dragoons
Acting Comm^{y} of Musters

Brooklyn 26th August 1781

Muster Roll of Carpenters, Sawyers &c employed at this place under the direction and Orders of Captain Alexander Mercer Commanding Engineer.

Where Employed	Stations	Names
Heights of Brooklyn Long Island	Foremen....	John Houseman Senr
		Andrew Heron
		William Nesbitt
		Robert Bruce
		Timothy Pheelon
		John Houseman, Junr
		William Lowrey
		Jehiel Kethune Sick
	Carpenters..	George Tucker
		Christ. Harrison
		John McAlpine Sick
		Samuel Warne
		Joseph Arthur
		John Moore
		William Moore
		Henry Graham
		Joseph Hitchcock
		Peter Lawson Sick
		Robert Wilson
		John Lewis Sick
		James Lawson

Where Employed	Stations	Names
Heights of Brooklyn Long Island	Carpenters..	Renyon Martin
		John Taylor
		Cornelius Daily
		Lawrence Van Buskirk
		Nathaniel Scott
		James Christholm
		Abraham Lawson
		Stephen Foster
		Simon Van Clack
		Benjamin Mosely
		Ahasuerus Van Clack
		John Loose Sick
		Daniel McAlpine Sick
		John Buskirk
		Henry Sharp
		Thomas Malone
		Levi Van Clack
		Duncan McCall
		Faulkner Valleaw
		John Parsells
		William McKoy
		John Barter
		Allen Livingston
		George Mosely Junr
	Sawyers....	John Nartoon
		David Edwards
		George Mosley Senr
		Charles Johnson
		Henry Murphy
		Joshua Pike
		Alexander Kevand
		William Jacocks
	Foreman.....	Jonathon Oliver
	Carpenters..	Alexander Simpson
		Lewis Dennis
		John Walker

Where Employed	Stations	Names
Heights of Brooklyn Long Island	Carpenters..	Cornelius Mabee
		John McGowan
		Lutheran Morris
		John Adams
		Edward Roach
		Thomas Baures
		Andrew Gunter
	Sawyers....	John Ferguson
		Richard Faney
		Thomas Barlow
		Daniel Blowett
	Foreman.....	Johnson Patten
	Masons.....	Robert Eaton
		John Stewart
		Armond Hosliter
		Thomas Ritchie Wounded
		James Stewart

WILLM MARSHALL
Captain 63d Regt &c &c

Benj.n Rix,
Qu.r M.r 17th Lt Dragoons

Made some calculations on the Expence of Horses and Ordered a particular Return to be given in by Captain Chads of all the Vessels in each Department Chartered and Certified by him with the prices pr Ton at which they are hired.

Then adjourned till Thursday next.

Thursday 6th September 1781.

The Board met agreeable to Adjournment last Monday.

Present His Excellency Lieut General Robertson
Lieutenant General Campbell
Brigadier General the Earl of Lincoln
Brigadier General Birch

Received and read the Return of Vessels certified by Cap of last meeting, with a Letter from Mr Skelton as follows:—

SIR:—

In compliance with your Excellency's directions on Monday small Crafts, Boats, Boatmen, and Batteaux Men, for which last with one months pay respectively annexed to each, agreeable of the Board of General Officers under that date.

His Excellency
Lieut. General Robertson

Return of Vessels Employed in His Majesty's Service in the Captain Henry Chads Agent, with a Month's Hire annexed to

No	Vessels Names	Sort	Masters
1	Peggy	Brig	Sam[l] Nesbitt
	Caesar	Sloop	Balfour
	Sally	"	Luttill
	Mary Anne	Brig	Alex. Morrison
5	Ranger	"	Neale
	Arnold	"	William Yonge
	Apollo	Sloop	James Camplin
	Dianna	"	Edw[d] Ross
	Agnes	Schooner	Nat Proctor
10	John	Sloop	Edw[d] Welchford
	General Reidesel	Ship	William Boys
	North	Brig	John Potty
	Jupiter	Sloop	Eph[m] Harvey
	Mary	"	Thomas Smith
15	Escape	Schooner	Hugh Smith
	Neptune (Armed)	Sloop	Stewart Ross
	Twenty one Extra Men		
	Peggy (Armed)	Sloop	George Elvine
	Six Extra Men		
	Gigg	Sloop	Wm Weatherspoon
	Rachael	Brig	Richd Brady

tain Chads for the different Departments agreeable to the order

New York September 6th, 1781.

last, I have the honor to transmit the Returns of all the Vessels, Captain Chads Issues Certificates of Pay at the 17th of August to the Returns rendered to your Excellency for the information

I have the Honor to be &c &c
THOMAS SKELTON

Quart^r Master General's Department under the direction of each Vessel, Vizt:—from Copy rendered August 17th 1781.

Tons	Per Month	Amount New York Currency			Amount in Sterlg Dollars at 4/8		
		£	S	d	£	S	d
145	13/				94	5	..
110	"				71	10	
126⅔	"				82	6	8
144	"				93	12	..
117¼	"				76	4	3
126½	"				82	4	6
114	"				74	2	..
137⅔	"				89	9	8
110	"				71	10	..
106⅔	"				69	6	8
150	"				97	10	
130	"				84	10	
135	"				87	15	
122	"				79	6	
85	"				55	5	
129½	16/				103	12	
	120/				126		
102⅓	16/				81	17	4
					36		
56	13/				36	8	
144	"				93	12	

No	Vessels Names	Sort	Masters
20	Falmouth.....	Ship	John Christie.....
	Duncan.....	Brig	Dunc^{n} Nichol.....
	Betsey.....	Sloop	Mich^{l} Grant.....
	Eagle.....	"	Fran^{s} Crawford....
	Harlequin.....	"	Thos Glentworth..
25	Sally.....	"	Wm Murray.....
	Christopher.....	Schooner	Fran^{s} Beevin.....
	Britannia.....	Sloop	Willm Smith.....
28	Mary Anne & 4 Men.....	Sloop	Thos Elliott.....
	per day for the Vessel &	4/ Curren	cy per day for the
	Dove and 4 Men.....	Sloop	John Adams.....
30	Pool and 4 Do.....	Schooner	Jac^{b} Louzada.....
	Sir James Wallace.....	Sloop	Rog. Shannon.....
	Reprizal & 4 Men.....	"	Chas Lyon.....
	Baltimore & 4 Do.....	Schooner	Luke Dixon.....
	Byron & 4 Do.....	Sloop	Dunc^{n} White.....
35	Black Joke & 4 Do.....	"	Richd Powdrill.....
	Diligence & 4 Do.....	"	Jos Beattie.....
	Rachel and 3 Do.....	"	Peter Fernand.....
	Nancy & 4 Do.....	"	Winant Wynants..
	Betsey & 4 Do.....	"	Jas Ballingtine....
40	Beaver.....	Pettiagure	Corn. Van Voorst..
	Dennis Denices Boat & 2	Men at D	enices Ferry 20/
	per day.....	.....	.....
	Commander in Chief's Bar	ge 13 Men	.....
	Barge Attending Officer Co	mmanding	on Long Island 7
	Men.....	.....	.....
	Whale Boat attending Stat	en Island	5 Men.....
	Adjutant General's Barge	7 Men...	.....

Tons	Per Month	Amt. N. Y. Currency			Amt in Sterlg Dollars at 4/8		
221	8/				88	8	
125	13/				81	5	
45½	"				29	11	6
45⅔	"				29	13	8
40	"				26		
60½	"				39	6	6
81¾	"				53	2	9
50¾	"				32	19	9
	Carried forward.....				£2066	13	3
	Amount brought forward...				2066	13	3
30	at 6d	Currcy per Ton					
Men Ex...		46	10		27	2	6
30		46	10		27	2	6
30		46	10		27	2	6
30		46	10		27	2	6
30		46	10		27	2	6
30		46	10		27	2	6
30		46	10		27	2	6
28½		45	7	6	26	9	4½
30		46	10		27	2	6
26		37	10		21	17	6
29¾		46	6	3	27	0	3¾
30		46	10		27	2	6
16 pr day		24			14	..	
		30			17	10	
		78			45	10	
		42			24	10	
		30			17	10	
		42			24	10	

No	Vessels Names	Sort	Masters
	Paulus Hook Boat 7 Men.	.....	.....
	Gen'l Robertson's Cockswa	in 1 Man.	.....
	Batteaux Men and Scow M	en employ	ed about the Quar-
	ter Master General's Sh	ip Yard 2	9 Men.....
	Schooner Greyhound	Belo	6 Men.....
		nging to	Government.....
	Schooner Delegate		4 Men.....
	Men employed in Sloops H	arlequin B	etsey and Eagle 10
	Men.....	.....	.....

Return of Vessels employed in His Majesty's Service in of Captain Henry Chads Agent, with a Month's hire annexed

No	Vessels Names	Sort	Masters
1	Speedwell.....	Sloop	John Johnston.....
	Howe (Armed).....	"	Wm Blewitt.....
	Eight Extra Men.....	.....	.....
	Polly (Armed).....	Schooner	Henry Innis.....
	Twenty Extra Men.....	.....	.....
	Sally.....	Sloop	Richd Chambers...
5	Swan.....	"	Saml Marsh.....
	Betsey.....	"	Nich Guignard....
	Thomas.....	"	Jon^{n} Hutchins.....
	Ranger.....	"	Elishua Davis.....
	Kent.....	"	Wm Inkister.....
10	Cato.....	Schooner	John Wilson.....
	Brooklyn.....	"	Alex Innis.....
	Perfect.....	"	Wm White.....
	Dianna.....	"	John Howland.....

Tons	Per Month	Amt. N. Y. Currency			Amt in Sterlg Dollars at 4/8		
		42			24	6	
		6			3	10	
		174			101	10	
		41	13	1	24	6	
		24			14		
		60			35		
		Sterling			£2732	8	11¼

For Captain Henry Chads Agent
Thomas Skelton.

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the Commissary General's Department under the Direction to each Vessel, Viz:— from Copy rendered August 17th 1781.

Tons	At what per Month	Amt. in N. Y. Currency	Amt in Sterl Dol. at 4/8		
89⅓	13/		£58	1	4
81¾	16/		65	8	
	120/		48		
68½	16/		54	16	
	120/		120		
57	13/		37	1	
60			39		
52			33	16	
46			29	18	
55			35	15	
60			39		
50			32	10	
60			39		
60			39		
56			36	8	

No.	Vessels Names	Sort	Masters
	Dove.....	Schooner	Moses Bears.....
15	William.....	"	Jno Patterson.....
	Brompton & 4 Men. at 6d Currcy per Ton per day for the Vessel & 4/ Currcy per day for the men each....	Sloop	Jos Marsh.....
	Industry & 3 Men..	Sloop	Thos Clarke.....
	Refugee & 3 Men...	Schooner	John Saily.....
	Nixon & 3 Men.....	"	Richd Baily.....
	Elk.....	Sloop	Benjn Alder } Belonging to
	Three Sisters.....	"	John Tyrrell } Govern^t

Return of Vessels employed in His Majesty's Service in the Captain Henry Chads Agent, with a Month's hire annexed to

No.	Vessels Names	Sort	Masters
1	Three Friends.....	Brig	Fran^s Kirk.....
	Hope.....	Schoon^r	Leml Douglass....
	Betsey.....	"	Wm Wallace.....
	St Andrew.....	"	Geo Jefferson.....
5	Mary.....	"	Gardner.....
	Free Mason.....	"	Saml Eldrid.....
	Friends.....	"	Peter Anderson....
	William.....	"	Wm Johnston.....
	Friendship.....	Sloop	W. Ward.....
10	Mohawke.....	"	Wm Adams.....
	Happy Couple.....	"	John Stanton Senr.

Tons	At what per Month	Amt in N. Y. Currency			Amt in Sterl Dol. at 4/8		
85					55	5	
60					39		
30							
		46	10	0	27	2	6
28		39			22	15	0
25		36	15	..	21	8	9
29¾		40	6	3	23	10	3¾
6 Men		36			21		
Sterling					£917	14	10¾

For Captain Henry Chads Agent
Thomas Skelton

Barrack Master General's Department under the direction of each Vessel, Vizt:— from Copy rendered 17th August 1781.

Tons	At what per Month	Amt in N. Y. Currency	Amt in Sterl^g Dollars at 4/8		
103	13/		66	19	
100½	"		65	6	6
69	..		44	17	
97¾	..		63	10	9
74	13/		48	2	
87¼	"		56	14	3
65⅓	"		42	9	4
76	"		49	8	
90	"		58	10	
50	"		32	10	
75	"		48	15	

No.	Vessels Names	Sort	Masters
	Peggy.....	Sloop	William May.....
	Susannah.....	"	Peter Parker.....
	Defiance.....	"	Silas Parry.....
15	Generous Friends.....	"	Giles Stanton.....
	York.....	Schooner	Saml Parry.....
17	Clinton & 4 Men.....	"	Philip Aeling.....
	at 6d Currency per To	n per day	for the Vessel and
	4/ Currency per Day for	the Men	each.....

Return of Batteaux Men in the Quarter Master General's

James Russel, Cockswain	4 Months	£3 10 Sterling
Robert Nairn,	4 Months	Do of Governor Robertson's Cutter
Thomas McDowell,	3 Mo	
Thomas Elvin	24 Mo	
William Sutherland	3 Mo	
Samuel Harris	2 Mo	14 Days
Cornelius Publickhover	1 Mo	
John Cotton	1 Mo	
Andrew Trouden	1 Mo	
Edward Parker	12 Mo	
Henry Mullan	1 Mo	
John McKoy	11 Mo	
Daniel Payne	3 Mo	

Tons	At what per Month	Amt in N. Y. Currency			Amt in Sterl Dollars at 4/8		
96¾	"				62	17	9
119	"				77	7	
56					36	8	
101					65	13	
124					80	12	
30							
		46	10	..	27	2	6
	Sterling				£927	2	1

For Captain Henry Chads, Agent
Thomas Skelton

Department.

Daniel Prophet	2 Mo	14 Days
John Ham	3 Mo	
John Wright	3 Mo	
William Wilson	3 Mo	
James Irving	3 Mo	
Archibald Wier	4 Mo	
John McLeod	3 Mo	
John Maxwell	3 Mo	14 Days
Neal Clarke	4 Mo	
Peter Waterson	4 Mo	
Dennis Downey	3 Mo	
Leonard Arcus	3 Mo	
George Vint	3 Mo	

Perused the Commissary General's Accounts and
Adjourned to Monday next.
[i. e. 10th September]

N. B.—There is no reference to the fol
ings of the Board. They are not therefore

SIR:—

I have the honor of sending your Excellency a General
Department within this District.

The Muster Masters will likewise give in to the Board the
hending the names of each Individual and the Number of

I also send your Excellency a Return of Drivers, Horses and
barked from hence for the Chesapeak upon the different Ex-
Arnold and Colonel De Voit, which comprehends the whole

His Excellency
Lieut General Robertson.

1st Enclosure

General State of a Muster taken of Waggon, Masters,
Horses and Waggons employed in the Quarter Master General's
Excellency the Commander in Chief on the days and at the

At New York 26th Aug 1781.....
At the Six Mile Stone York Island the same day.....
At Kings Bridge the same day.....
At Brooklyn Long Island same day.....
At the halfway House leading to Jamaica Long Island the
same day.....
At Paulus Hook 27th August 1781.....
At Staten Island the same day.....

TOTAL.....

lowing Letter or its Inclosure [9 in No] in the original Proceed-
included here with the Business of any particular day.

New York 1st September 1781.

Abstract of a Muster taken of the Quarter Master General's

particular Rolls as taken at the particular Posts compre-
Horses, Waggons, Carts, &c.
Waggons, that are upon Duty with the Corps that lately em-
peditions under Major General Phillips, Brigadier General
of the Department accounted for and paid in this District.

I have the honor to be,

Sir, &c &c

HENRY BRUEN.

Conductors, Clerks, Storekeepers, Artificers, Labourers, Drivers,
Department in the District of New York, by order of His
places following, Vizt:—

Waggon Masters	Conductors	Clerks	Storekeepers	Artificers	Labourers	Drivers	Horses	Large Waggons	Small Waggons, Carts, Drays, Timber Wheels
1	7	4	4	51	17	127	352	3	122
	1					34	118		35
1	4			14		85	249	67	55
	5			34	7	20	96	17	43
	25			11	22	246	892	150	63
						4	8		4
..	2	..	..	4	..	24	85	10	14
2	44	4	4	114	46	540	1800	247	336

We do hereby Certify that the above mentioned Two Storekeepers, One hundred and fourteen Artificers, Forty six appeared before us; and that the above One thousand eight three hundred and thirty six small waggons, Carts, Drays, Mustered by us at and on the above mentioned days and places, And that the said Horses, Waggons, &c with their Harness, to ALLOWING One Clerk absent on Duty, One conductor absent Waggon on Duty at Sandy Hook, one Driver two Horses one at Grass, and one on Duty belonging to the Troop of Guides the Morning of the Muster, and ten Horses lame and worn down

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Enclosure 2d

RETURN OF DRIVERS, Horses and Waggons that are with

Drivers Names
Jesse Scudder.....
George Arnold.....
George Richards.....
Walter Lloyd.....
Thomas Aw.....
Hector McKenzie.....
Alexander McKay.....
Edward Rose.....
James Carver.....
John Sunderland.....
Thomas Minton.....
Donald McLeland.....
Donald McLashie.....
Peter Paul.....
Jonathan Stoney.....

Waggon Masters, Forty four Conductors, Four Clerks, Four Labourers, and five hundred and forty Drivers have personally hundred Horses, two hundred and forty seven large Waggons, Trucks, Timber Wheels, were also produced to us and were pursuant to His Excellency the Commander in Chief's Orders the best of our Judgment, are in good and serviceable Order. with leave, one lately deceased, One Driver two Horses one Waggon missing with the Loyal American Regiment, one Horse three Horses attached to the British Recruits having strayed with hard Service.

Benjn Rix, Qu^r M^r 17th Lt Dragoons
Acting as Comm^y of Musters.
Joseph Gardner, Qu^r M^r 17th Lt Dragoons
Acting as Comm^y of Musters
James Welch, Qu^r M^r 17th Lt Dragoons
Acting as Comm^y of Musters

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the Corps to the Southward New York 23d August 1781.

To whom attached	Drivers	Horses	Waggons
Attending on the Genl Officer command^g.....	1	5	1
1st Batt^n of Lt. Infantry.....			
"			
"			
"			
"			
"			
"			
"			
"			
"			
"	11	22	11
2d Batt^n Lt. Infantry.....			
"			
"			

Drivers Names

Henry Argrove.....
John Hyde.....
John McPherson.....
Thomas Littman.....
George Boyle.....
Thomas Black.....
John Browne.....
Ishmael Monday.....
Wm Hamilton.....
Thomas McCormick.....
Thomas Farrier.....
Thomas Savage.....
William Sherrington.....
John Hunt.....
Edward Tither.....
William Rudkin.....
William Smedley.....
Alex McDonald.....
Alex Gilchrist.....
And^w McMutry.....
Peter Mascall.....
James Ritchie.....
John Hartlys.....
James Barker.....
Charles Clarke.....
Alex McFarlin.....
Robert McIntosh.....

Thomas Pringle Senr.....
Thomas Pringle Junr.....
Robert Inglis.....
John McLoughlin.....
Charles Salmon.....

To whom attached	Drivers	Horses	Waggons
2d Batt.n Lt. Infantry.....			
"			
"			
"			
"			
"			
"	10	20	10
17th Regiment of Foot.....			
"			
"			
"			
"	5	10	5
43d Regiment of Foot.....			
"			
"			
"			
"	5	10	5
76th Regiment Foot.....			
"			
"			
"			
"			
"			
"			
"			
"			
"	10	20	10
Carried forward.....	42	87	42
Brought forward.....	42	87	42
80th Regiment.....			
"			
"			
"			
"			

Drivers Names
William Rippeth
Neal McCormick
Robert Young
John Larmont
Robert Oaks
Jacob Harman
Solomon Parent
George Tucker
William Gerrard
Charles Jones
Charles Gordon
James Black
Robert Green
Cuff (a negro)
Henry Shewend
Rheinhard Hayse
Martin Shelhase
John Majoera
Henry Shaade
Nicholas Shonewalf
John Freligh
Conradt Weber
Ernest Grosman
Conradt Drossler
Adam Shintnetzs
Conradt Newhauser
George Bauman
Jacob Heintell
John Geister
Gotliel Kopky
Casper Kerath
John Tausher
John Kurydorffer
Christian Hartung
Albruck Lantaback [or Lauterback]

To whom attached	Drivers	Horses	Waggons
80th Regiment.....			
"			
"			
"			
"	10	20	10
Queen's Rangers.....			
"			
"			
"			
"			
"			
"			
"			
"	9	18	9
Regiment Prince Hereditaire including their Artillery.....			
"			
"			
"			
"			
"	7	25	7
1st Regiment of Anspachs including their Artillery.....			
"			
"			
"			
"			
"	7	26	7
2d Regiment of Anspachs including their Artillery.....			
"			
"			
"			
"			
"	7	26	7
TOTAL.....	82	202	82

Enclosure 3d

Return of the Ship Carpenters, Joyners, Sawyers and Black

FOREMEN 3

Maurice Salt, Master Carpenter
Thomas Dodge, Foreman
Thom[s] Jennings, Mastr Blacksmith

SHIP CARPENTERS 14

Robert Baker Senr
Alexander Ogilvie
John De Groat
Isaac Dodge
John Ogden
Rufus Handy
William Sneeden
Samuel Sneeden
Jonathan Lawrence
Robert Baker
William Baker
Thoma[s] Drake
Simon Latham
Peter De Groat

Names of a working Party of the 22nd Regiment, who are ment in the Ship Yard—New York 26th August 1781.

Serjiant Gilbert
Corporal Foreman
Hyram Murphy
Robert Henry
William Graham
John Gaskin
David Drisdell

Smiths, employed in the Quarter Master General's Ship Yard.

New York 26th August 1781.

CAULKERS 3

John De Baptist
Peter Noe
Benjamin Dodge

JOYNERS 2

Amos Ansley
Lewis Noe

SIX SAWYERS 6

Patrick Coyle
John Hickey
Gilbert McKenney
Jesse Armstrong
Samuel McCormick
William Snyder

BLACKSMITHS 3

John Saunders
Richard Brooks
Israel Pell

TOTAL 31 ARTIFICERS

Constantly employed in the Quarter Master General's Depart-

Alexander Christy
Joseph McCord
John McFadden
John Henry
Cairn Cavenagh
Robert Scott
William Robertson

I do Certify that the above mentioned Sixteen Ship Car smiths, and fourteen Labourers, have personally appeared above mentioned, pursuant to His Excellency the Commander

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Enclosure 4

Return of Conductors, Drivers, Horses and Waggons in Several Corps at and near the Six Mile Stone.

Men's Names

Thomas Dalton.....
Johannes Horn.....
Monitz Umback.....
Conradt Fulling.....
Hartman Cloves.....
Erich Braum.....
Johannes Zell.....
Thomas Arnold.....
Conradt Erbeck.....
Johannes Grundman.....
Johannes Shaffer.....
Jacob Massett.....
Henry Claus.....
Adam Schade.....
Conradt Apple.....
George Leight.....
Christopher Thomas.....
Geo. Wurschmidt.....
Geo. Dittman.....
Jacob Pepper.....
Fredk Retberg.....

penters three Caulkers, Two Joyners, Six Sawyers, Four Black-
before me this day, and were Mustered by me at New York as
in Chief's Orders.

J. WELCH, Q.r M.r 17th Dragoons
Acting as Comm.y of Musters.

---

the Quarter Master General's Department, attached to the

26th August 1781.

To Whom Attached	Conductors	Drivers	Horses	Small Waggons, Carts, Drays, Timber Wheels &c.
Quart. Master General's Departm.t...	1			
Grenadier Batt.n Linsing for Baggage.				
"				
"				
"				
"				
"		6	12	6
Ditto for Artillery.....		1	17	1
Grenadier Batt.n Lengirke for Baggage.				
"				
"				
"				
"				
"		6	12	6
Ditto for Artillery.....		1	13	1
Grenad. Batt.n Lowenstein for Baggage.				
"				
"				
"				
"				
"		6	11	6

Men's Names

Henrick Kolle.....
John Haber.....
Henrick Gerlach.....
James Wesdekind.....
George Masler.....
John Cock.....
Henry Hellivig.....
Casper Ochler.....

Alexander Dunbar.....
Lewis Kirby.....
Ralph Cork.....
Charles Swiney.....
Jacob With.....
George Caesar.....

I do hereby Certify that the within named Conductors and the above mentioned Number of Horses, small Waggons, Carts, four Drivers, One hundred and eighteen Horses, thirty five small to me, and were Mustered by me this day at the Six Mile Stone in Chief's Order, and that the said Number of Horses and are to the best of my Judgment in good and serviceable Order missing, having strayed the Morning of the Muster.

To Whom Attached	Conductors	Drivers	Horses	Small Waggons, Carts, Drays, Timber Wheels &c.
Ditto for Artillery.....		1	13	1
Grenadier Batt^{n} Graff for Baggage..				
"				
"				
"				
"				
"				
Ditto for Artillery.....		1	13	1
Carried forward.....	1	28	103	28
Brought forward.....	1	28	103	28
British Recruits.....				
"				
"		2	4	2
With the Engineers.....				
"				
"		4	11	5
TOTAL.....	1	34	118	35

OLIVER BOURDETT
Wagg^{n} Master General

Drivers have personally appeared before me this day, and that Drays, Timber Wheels &c amounting to One Conductor, Thirty Waggons, Carts, Dray Timber Wheels &c were also produced as above mentioned, pursuant to His Excellency the Commander Waggons, Carts, Drays, Timber Wheels &c with their Harness by allowing three Horses (attached to the British Guards)

JOS. GARDNER
Qu^{r} M^{r} 17th Lt. Dragoons
Acting as Comm^{y} of Musters.

Enclosure

Return of Waggon Masters, Conductors, Carpenters, Black-Wheels &c in the Quart^r Master General's Department, at Fort

Mens Names	To whom attached
John Stuart, Waggon Master.	.....
James Morfitt.....	Conductors Qu^r Mr Genl's Dept
Samuel Grant.....	"
John Campbell.....	"
Barzellia Dodge.....	"
William Owen Foreman.....	.....
John McKenna.....	Carpenters Ditto.....
Peter Duck.....	"
Henry Arrowsmith.....	"
John Seaman.....	"
Richard Hollinsby.....	"
Robert Turnbull.....	"
Burchart Blosach.....	"
Justice Weedright.....	"
Henry Fisher.....	"
Samuel Dowling.....	Black Smiths Ditto.....
Philip Shepherd.....	"
George Wier.....	"
Jacob Chryst.....	"
Thomas Bennitt.....	Drivers Do attending on the
Aaron Brown.....	Engineer and Commissary
John Brown.....	General's Department.....
John Mullen.....	"
John Miller.....	"
John Anhalt.....	"
James Jackson.....	"
Dennis Sullivan.....	"
Richard Price.....	"
Edward Colville.....	"

smiths, Drivers, Horses, Waggons, Carts, Drays, Timber Knyphausen 26th August 1781.

Conductors	Carpenters	BlackSmiths	Drivers	Horses	Large Waggons	Small Waggons, Carts, Drays, Timber Wheels, &c.
4						
..	10					
..	..	4				

Mens Names	To whom attached
John Collins	Drivers,—Qu^{r} Mr Gen$^{l's}$ Dep't., attending on the Engineer and Commissary General's Department
Peter Gallahan	"
Anthony Rose	"
Anthony Ross	"
Ceasar Disaway	"
Robert Allego	"
Edward Thompson	"
Peter Jones	"
James Barret	"
Titus Eldridge	"
James Long	"
Nicholas Hyer	"
John Thread Gold	Carried forward
	Brought forward
John Parks	Drivers Qu^{r} Mr General's Department Attending the Engineer's & Comm^{y} General's Department
Henry Milton	"
Abraham Bayard	"
Cato Forsythe	"
Samuel Sobrisko	"
William Finn	"
Anthony Waters	"
Thomas Dick	"
Peter Lagra	"
Peter Johnson	"
PONTOON TRAIN	
Nicholas Wiedeman	Lieut. Genl Losberg
John Schnider	

Conductors	Carpenters	BlackSmiths	Drivers	Horses	Large Waggons	Small Waggons, Carts, Drays, Timber Wheels, &c.
..	..	..	23	128	30	3
4	10	4	23	128	30	3
4	10	4	23	128	30	3
..	..	..	11	..	..	..
..	..	..	..	..	37	2
..	..	..	2	4	..	2

Mens Names	To whom attached
John Folsenberg.....	Maj.r Gen.l DeGosen.....
John Shilling.....	
George Groues.....	38th Regiment.....
George Rehtor.....	" .....
Joseph Alsop.....	" .....
Edward Forest.....	" .....
John Reeves.....	" .....
William Pitt.....	57th Regiment.....
David Brown.....	" .....
Jonas Hull.....	" .....
Thomas Hawthorn.....	" .....
Thomas Twigg.....	" .....
Mathew Anderson.....	54th Regiment.....
John McCulloch.....	" .....
David Gasken.....	" .....
William Key.....	" .....
John Derrim.....	" .....
Adam Baum.....	Regiment De Donop for Baggage
Nicholas Dopser.....	"
Hans Chart Rudolph.....	"
Henry Junger.....	"
Jacob Dickhaud.....	"
Wilhelm Wintered.....	"
Casper Katzman.....	Ditto for their Artillery.....
Joh Jost Gurthell.....	Regim.t Losberg Junr for Baggage
Peter Segar.....	"
Christopher Holtz.....	"
Conradt Schenk.....	"
George Meyer.....	"
Peter Gaberling.....	"
Johannes Griess.....	Ditto for artillery.....
	Carried forward.....

Conductors	Carpenters	BlackSmiths	Drivers	Horses	Large Waggons	Small Waggons, Carts, Drays, Timber Wheels, &c.
..	..	..	2	4	..	2
..	..	..	5	10	..	5
..	..	..	5	10	..	5
..	..	..	5	10	..	5
..	..	..	6	12	..	6
..	..	..	1	13	..	1
..	..	..	6	12	..	6
..	..	..	1	13	..	1
4	10	4	67	216	67	38

Mens Names	To whom attached
	Brought forward.....
John Hartmen.....	Hessian Yagers for Baggage...
Christopher Sukl.....	"
John Week.....	"
Carl Kickner.....	"
Peter Dooring.....	"
John Laut.....	"
John Baltzer.....	"
John Dorsler.....	"
Rhynhard Burwend.....	"
Philip Moller.....	Ditto for Artillery.....
John Casper.....	" .....
John Krim.....	Anspach Yagers.....
George Book.....	" .....
John Crouse.....	" .....
Andrew McGregor.....	Mr Skinner, Surveyor.....
	Mr Taylor Do .....
John Murphy.....	Mr Hill Engineer.....
William Page..... } Peter Yarson..... }	Detach^t Queen's Rangers & Troops of Hussars.....
	TOTAL.....

I do Certify that the above named Waggon Master, Four Drivers, Personally appeared before me this day and that the amounting to two hundred and forty nine Horses Sixty seven and Timber Wheels &c, have also appeared before me and were tioned, Pursuant to His Excellency the Commander in Chief's perfectly serviceable, and that the Waggons &c with their &c with their Harness are to the best of my Judgment in good

Conductors	Carpenters	BlackSmiths	Drivers	Horses	Large Waggons	Small Waggons, Carts, Drays, Timber Wheels, &c.
4	10	4	67	216	67	38
..	..	..	9	18	..	9
..	..	..	2	..	..	1
..	..	..	3	6	..	3
..	..	..	1	3	..	1
..	..	..	..	1	..	..
..	..	..	1	1	..	1
..	..	..	2	4	..	2
4	10	4	85	249	67	55

GEO. STEWART
Ass.t D.y Q.r M.r Gen.l

Conductors, ten Carpenters, Four Blacksmiths, Eighty five above Number of Horses, Waggons Carts, Drays, Trucks &c, large Waggons, fifty five small Waggons, Carts, Drays, Trucks Mustered by me this day at Fort Knyphausen as above men-Orders, and that the said Number of Horses appears to be Harness are to be perfectly serviceable, and that the Waggons and Serviceable Order.

JOS. GARDNER, Qu.r M.r 17th Lt. Dragoons
Acting as Comm.y of Musters

Enclosure

MUSTER ROLL of Conductors, Clerks and Storekeepers in the Quarter Master General's Department, Stationed on Long Island Brooklyn 26th August 1781.

Conductor's Names	Where to Assemble
1 Jehu Hollingsworth	Brooklyn
2 James Davidson	"
3 George Brown	"
4 John Stump	"
5 Henry Jones	"

J. GILFILLAN
A. D. Q Mr Genl.

I do hereby Certify that the above named Conductors, Clerks, and Storekeepers have personally appeared before me this day, and were Mustered by me at Brooklyn as above mentioned, Pursuant to His Excellency the Commander in Chief's Orders.

Given under my hand at Brooklyn this 26th day of August 1781.

BENJ^{N} RIX,
Qu^{r} M^{r} 17th Lt. Dragoons
Acting as Comm^{y} of Musters.

MUSTER ROLL of the Artificers employed in the Quarter Master General's Department, Stationed on Long Island, Brooklyn 26th August 1781.

Artificer's Names	Profession	Where to Assemble
1 William Hannah, M^{r}.	Carpenters	Brooklyn
2 John McKinley		
3 Joseph Thomas		
4 John Wilson		
5 Eneas Roberts		
6 Dougal Campbell		
7 John McGowan, Senr.		
8 George Johnson		
9 Thomas Cussons		

Artificer's Names	Profession	Where to Assemble
10 Joseph Davis.....		
11 John Dean.....		
12 John Stennix.....		
13 John McGowen Junr.		
14 Stephen Goldsmith...		
15 James Borras.....		
16 William Patterson....	Carpenters	Brooklyn
17 Dempsey Slaughter...		
18 Sack Covrall.....		
19 Alexander Ellens.....		
20 Levens Waters.....		
21 Francis Moore.....		
22 George Wilkinson.....		
1 Joseph Fox, Master		
2 Isaac Roop.....		
3 Jeremiah Hayes.....		
4 Callen Rhodes.....		
5 Boston Nayle.....	Blacksmiths	Brooklyn
6 James Pursell.....		
7 Minas Van Sucklin...		
8 James Humphry.....		
9 Jonathan Jones.....		
1 John Marr.....		
2 William Butler.....	Collar Makers	Brooklyn
3 Michael Oat.....		

J. Gilfillan
A. D. Q. M. General

I do Certify that the above named Artificers, amounting to Twenty two Carpenters, Nine Black Smiths, and Three Collar Makers, have personally appeared before me this day and were Mustered by me at Brooklyn as above mentioned, Pursuant to His Excellency the Commander in Chief's Orders.

Given under my hand at Brooklyn this 26th day of August 1781.

Benjn Rix, Qr Master 17th Lt. Dragoons
Acting as Commy of Musters.

Enclosure

MUSTER ROLL of the Drivers and Return of the Horses, wheels, &c in the Quarter Master General's Department, Brooklyn Long Island 26th August 1781.

Where to Assemble	To whom Attached	Driver's Names
Brooklyn	For the Supply of the General and Staff Officers, Hospital for the Navy and Army. For the Mounting of Guides and Expresses, and for the Moving of Field Forges, Timber Wheels, and transporting of Stores, Baggage &c of the Army.	James Bainacan.....
		Jupiter Godwin.....
		John Slaytor.....
		Lambert Trusler.....
		Ishmael Warring.....
		Pompey Colt.....
		Wally Bambury.....
		Michl McClasky.....
		Abm Reubens.....
		Jos^h. Allcott.....
		Adam Wright.....
		Jerem. Hallett.....
		John Ryerson.....
		Peter Johnson.....
		Dav^d Basken.....
		Wally Harring.....
		Jacob Beach.....
		Brought forward.....
Brooklyn	Guides & Pioneers Garrison Batt^n	Sol Curtis.....
		Wm Richie.....
		Alex^r. Grant.....
		Total.....

I do Certify that the above mentioned number of Waggoners Number of Horses, Waggons Carts, Drays, Trucks, Timber seventeen large Waggons, forty three small Waggons, Carts,

Large Waggons, Small Waggons, Carts, Drays, Trucks, Timber Stationed on Long Island as undermentioned.

No. of Drivers	No. of Horses	No. of Large Waggons	No. of Small Waggons, Carts Drays, Trucks, Timber Wheels &c
17	90	17	40
17	90	17	40
1	2	..	1
2	4	..	2
20	96	17	43

J. Gilfillan
A. D. Q.r M.r Gen.l

have personally appeared before me this day, and that the above Wheels &c amounting to Twenty Waggoners, ninety six Horses, Drays Trucks, Timber Wheels &c have also appeared before me,

and were Mustered by me this day at Brooklyn as above men-
Orders. And that the said Horses (seven sick and lame ex-
&c with their Harness, are to the best of my Judgment in good
Given under my hand at Brooklyn the 26th day of August

Enclosure

MUSTER ROLL of Labourers employed in the Quarter Master General's Department, Stationed on Long Island.

Brooklyn 26th August 1781.

Labourer's Names	Where to Assemble
1 George Baxter	Brooklyn
2 Lewis Lands	
3 John McLelland	
4 Paul McPherson	
5 Jacob Lambuson	
6 Toby Samms	
7 Dennis McDermitt	

J. GILFILLAN
A. D. Q. Mr General

I do Certify that the above Seven Labourer's have personally appeared before me this day and were Mustered by me, at Brooklyn as above mentioned. Pursuant to His Excellency the Commander in Chief's Orders.

Given under me hand at Brooklyn this 26th day of August 1781.

BENJ^N RIX, Qu^r M^r 17th Lt. Dragoons
Acting as Comm^y of Musters

Monday 10th September 1781

The Board met agreeable to Adjournment last Thursday.

Present His Excellency Lieut General Robertson
Lieutenant General Campbell
Brigadier General the Earl of Lincoln
Brigadier General Birch
The Honb^le Andrew Elliott Esquire

tioned, Pursuant to His Excellency the Commander in Chief's
cepted) appear to be perfectly serviceable, and that the waggons,
and serviceable Order.
1781.

BENJ.N RIX, Q.r M.r 17th Lt. Dragoons
Acting as Commy of Musters.

Perused the State of No 3 of the Quarter Master General's Department. Sent for Major Bruen and gave him the said State, also the Comparative View No 10, to Purchase or Hire from which he is to make out an Estimate in the same stile according to his Ideas.

Then adjourned to Thursday next at 10 o'clock.

Thursday 13th September 1781.

The Board met agreeable to Adjournment last Monday.

Present His Excellency Lieutenant General James Robertson
Lieutenant General Campbell
Brigadier General the Earl of Lincoln
Brigadier General Birch
The Honble Andrew Elliott Esq

Received a Return from Colonel Crosbie of the Vessels in the Barrack Master General's Department as follows:—

RETURN of Transports employed in the Barrack Master General's Department.

Vessel's Names		Tonnage	Where they are at present.
Brig	Three Friends...	103	Lloyds Neck
Schooner	St Andrew.....	97¾	"
"	William.....	76	"
"	York.....	124	"
Sloop	Happy Couple..	75	"
"	Peggy.....	96¾	"
"	Friendship.....	90	Haerlem
"	Susannah.....	119	"
"	Generous Friend	101	"

Vessel's Names		Tonnage	Where they are at present.
Schooner	Hope.....	100½	Haerlem
"	Betty.....	69	"
"	Mary.....	74	"
"	Freemason.....	87¼	New York, North River
"	Friends.....	65⅓	"
"	Clinton.....	30	" East River
Sloop	Mohawk.....	50	Narrows Long Island
"	Defiance.....	56	"

New York 23d August 1781
Wm Crosbie
B. M. G.

Major Bruen not having brought in the Calculations and State of Expences of keeping up the Horses, Waggons & Vessels

The Board adjourned to Monday next at 10 o'clock.

13th September 1781.

Dr Sir;—

I am getting fair Copies of a variety of Estimates and Papers which Major Robertson and myself think necessary to lay before the Board which can't be finished sooner than this night. To morrow if you please I shall have the honor of laying them before Your Excellency and the other Gentlemen.

I am with great respect, &c &c

H. Bruen

His Excellency
Lieut. Genl Robertson.

Monday 17th September 1781

The Board met agreeable to Adjournment last Thursday.

Present His Excellency Lieut. Gen. Robertson
Brigadier General the Earl of Lincoln
Brigadier General Birch
The Honble Andrew Elliott
&
The Honble Henry White
} Esqrs

Received and Read a Letter from Majors Bruen & Robertson of 14th September with Sundry papers, Viz:—

New York 14th September 1781

SIR:—

In obedience to the Commands of the Board of which Your Excellency is President, we have before us the Papers you were pleased to desire we should give our opinion upon, intitled "a Comparative View to purchase or to Hire Vessels, Horses and Waggons employed at present in the different Departments." It is there supposed that six Months hire is more than sufficient to purchase all the Vessels, Horses, Waggons and Carts so hired; by which means a great saving would be made to Government in the Expences of these Departments.

After considering the View with care and attention and after the fullest Investigation of the different Articles as there stated added to the informations received from the Proprietors of those Articles with respect to their Value, and the heavy expences attending the keeping them in repair and fit for service, which must be the case whether they belong to Government or to Individuals (which charges are entirely omitted in the View before us) likewise from the information of several respectable Merchants and Men of Business and Probity, conversant from experience in these Articles, we have been enabled to lay before Your Excellency the annexed States No 1 and 2 which differ it is true very much from the Comparative View; but being founded upon matters of fact, we presume from them it will appear that the present mode which has hitherto been followed by Government, in hiring rather than becoming contractor for the different Articles of expence attending the publick Departments is not attended with the bad consequences that have been suggested, on the contrary from our experience in carrying on every part of the Business relative to the supplies furnished by the Quart^r Master General's Department, we are convinced it will be found the most effectual and Oeconomical of any that could be adopted.

There is no Man conversant in business or that is capable of judging of human Nature who can suppose that a contract held by the Publick can or will be executed with that Oeconomy care and attention as when the Interest of Individuals are imme-

diately concerned, nor could it almost be possible for the Head of any Department, let his zeal and attention be ever so great, to see that strict justice was done in the purchasing of such a variety of articles as the Land and Water Carriage of an Army require, especially in this Country.

For these reasons we may humbly suppose that Government have almost always judged it a proper Measure to enter into contract with Individuals for whatever supplies they have wanted, which must have been approved of from long Experence to be the best plan.

At the period when the present mode was approved of, under His Excellency Sir William Howe's Command there was great reason to imagine that the War would not have been of long duration, which we humbly conceive to have been one of the inducements that led His Excellency to adopt it, added to this the then recent instance of the Expences incurred from the loss of the Provision Train Horses purchased by Government and sent out to this Country from Britain under the care of Mr. Clarke. Also from the uncertainty there was of being supplied by hireing Waggons and Horses from the Country as occasion required, which had been frequently tried and found impossible, and which can be proved from incontestible Evidences.

As your Excellency in a Note we have before us which accompanied the Comparative View seems to entertain a Doubt of the necessity of keeping up the Horses and Waggons in the Quarter Master General's Department, we beg leave to refer to our former Letters, wherein we informed your Excellency and the Board of their being in constant useful Employ, and at the same time ready for immediate Service when required; in order to corroborate what we have said upon that subject, we beg leave to enclose a Copy of an Order No 3 lately received through the Adjutant General, similar to others we have received upon many former Occasions. Also two Letters No 4 & No 5 from the Barrack Master General and from the Commanding Engineer. We are sorry we cannot have the Commissary General's Sentiments on the same subject which his bad state of health prevents his doing in answer to a letter we wrote to him upon that head. Likewise a letter No 6 being an Answer to a Letter written to the Quarter Master General of the Hessian Troops

upon the subject of lessening the Number of Horses and Waggons attached to the Hessian Corps.

With respect to the Notes in a Paper laid before the Board entitled "a sketch of the Quarter Master General's Department" We must refer to Captain Chad's Contingent Bill for the charge of Vessels and Extra Seamen.

As to the Artificers and Labourers belonging to the Department and paid by Government, they are employed in cutting and Sawing Lumber, also Fuel for the Troops encamped, by which a very considerable saving is made to Government; as it would otherwise be obliged to be purchased at the Market price. And for a more particular detail of the Variety of Business done by them, we beg leave to refer to our Letters of the 16th and 17th August last which enumerate the different Services and Branches belonging to the Department.

With respect to Waggon Masters, Conductors, Clerks, Store keepers and Inspectors of Ferries, it would be impossible to carry on the Business of the Army and the duties of the Department without their Assustance.

Upon the whole we only beg leave to repeat what we have already said in our Letters laid before Your Excellency and the Board—that we are ready to follow whatever plan you in your better Judgments shall think proper to adopt for the good of the Service. And we have the honor to be with the greatest respect.

Your Excellency's
Most obedient and Most humble Servants,
HENRY BRUEN
ARCH^D ROBERTSON

His Excellency
Lieut. Gen. Robertson

Enclosure No. 1—

Dr Comparative View to purchase or hire Horses, Waggons, Carts, &c in the Quarter Mast General's Department

To 840 Large Horses at 25 Guin^s each.....	£22868	13	4		Sterling at 4/8		
398 Middling sized " at 20 "	8667	11	1				
735 Small " at 15 "	12005	..	..		43539	4	5

250 large Waggons at £40 Sterl^g each.....	£10000	.. ..	Sterling at 4/8
367 Small " at £20 Sterling each.....	7340	.. ..	17340 .. ..
			60879 4 5
Quarterly Expences of the above As nearly as can be ascertained at present in the purchase of Lumber, Plank, Mettle Waggon Boxes, Iron, Cordage, Pitch, Tar, Turpentine, Paint, Oyl, Slush, Nails, Leather, Sheep Skins, Bridle Bitts, Oznabrigs, Russia Duck, Twine, Thread, Hair, Iron Chains, Beeswax, Rozin, Chalk, Harness Buckles and collar Maker's Tools.....			
Carried forward.....			£ 60879 4 5
Brought forward.....			60879 4 5
Horses purchased to replace those lost by diseases, such as Glanders, Farcy, Staggers, &c and the several Casualties attending the Train of an Army, have amounted to one third in each year. The pay or premium given to Men employed in different parts of the Continent in buying the best Horses for the large Teams (which kind of Horses can't be had at ever so large a price within these Lines) has been very great and attended with considerable losses and expences from the great risk necessarily run in procuring of them. Also the pay of Overseers and Men entrusted with the care of Horses, Waggons and their Stores. Likewise the pay of 620 Waggoners, paid from 2/ to 4/ New York Currency pr day each, the whole will amount from one Quarter to another upon an average to.....			25185.. ..
			£86064 4 5

1781		Sterling at 4/8		
March 31	By Paid the hire of Drivers, Horses and Waggons from 1st January to this date amounting to £46609 10 New York Currency is Sterling at 4/8..	£27188	17	6
	Carried forward.....	£27188	17	6
	Brought forward.....	£27188	17	6
	Ballance.....	58875	6	11
		£86064	4	5

Continued

N. B.—The Ballance in favor of the Contractors Quarterly is £2003 17 6 Sterling which allows them about £13 percent Interest on the Capital Sum of £60879 4 5 Sterling advanced. If the whole are purchased for Government, it will be found that the difference between the first Cost and Hire will only afford Government to become the Proprietor in seven Years and seven Months exclusive of Interest and Exchange upon the Principal Sum to be advanced. And that only with a Proviso that the persons entrusted with the management and care of them, act with as much fidelity, Zeal, and attention as if they were themselves the Proprietors.

Enclosure No 2

Dr—Comparative View to purchase or hire Vessels in the Quarter Master General's Department

To 10 Armed Brigs & Sloops at £1200 Sterling each.....	12000	0	0
4 Armed Dispatch Boats at 600 Sterl^g each.....	2400		
34 Sloops & Schooners at 500 Sterl^g each	17000		
14 Small Vessels at 225 Sterl^g each....	3150		
To Portage Bills and Charges for 3 Months on 10 Armed Vessels one with another at £600 Sterl^g.....	6000		

To Portage Bills and Charges for 3 Months on 4 Dispatch Boats one with another at £220 Sterl^g^.....				880		
To Portage Bills and Charges for 3 Months on 34 Vessels one with another at £166 10 10 Sterling.....				5662	8	4
To Portage Bills and Charges for 3 Months on 14 Small Vessels of 30 Tons & under, one with another at £70 8 9 Sterling.				986	2	6
Sterling at 4/8.....				£48158	10	10
1781						
March 31st By Hire paid for 10 Armed Brigs & Sloops and 4 Dispats from 1st Jany to this date.....				£5380	11	9
By Hire paid for 34 Vessels from 1st January to this date						
Deducting therefrom 3 Losses by Captures is.....	£12750	17	1			
By Hire paid for 14 Small Vessels from " to ".....	1911	15	3			
N. Y. Currency	£14662	12	4	= 8553	3	11
Ballance.....				34244	15	2
Sterling at 4/8.....				£48158	10	10

N. B.—It will appear from the above State, on a presumption that the Vessels do not incur any extraordinary expence in the loss of Anchors, Cables, Boats, Sails or Spars and a number of other Casualties which every Vessel in the Service actually experiences, perhaps twice or thrice in the course of a Winter that it will be Twenty one Years and four Months before they clear their first Cost, without including the Interest and Exchange on the Money advanced. Any if any remarkable losses in these expensive Materials should happen, which in the Course of service must inevitably be the case, under the most careful managers, the time must be proportionably longer.

The Changes upon Vessels depend so much upon Circumstances, that the Expences attending any one particular Vessel can never be the same for two Quarters together.

Instances can be given in each Quarter when the Hire upon several Vessels are less than the Expenditures. The above Calculations are therefore made upon an average of the whole.

Enclosure No 3.—

September 3d, 1781

SIR:—

The Commander in Chief desires you will have Waggons ready to carry twenty days Provision for eight Thousand Men, and also Horses and Carriages ready for the Pontoons or Flat Boats as His Excellency shall direct, I must request you will be good enough to inform me what Number of Waggons and Carriages will be necessary for this Service, and at what time they will be ready to move.

I have the honor to be &c &c

Ol. DELANCEY
Adjt General

Major Bruen
D. Q. M.r Gen.l

New York 3d September 1781.

SIR:—

I have the honor of receiving your letter of this date signifying His Excellency the Commander in Chief's Order for a Provision Train to carry twenty days provisions for eight thousand Men, also Horses and Carriages for the Pontoons or Flat Boats.

I shall immediately call in those Waggons from the different Departments with whom they are at present employed, they shall be ready at a Moments Warning to proceed when ordered.

The Drivers, Horses and Carriages for the Pontoon Train are also in readiness. There are thirty eight Carriages and a hundred and forty eight Horses for this last Duty, and two hundred large Waggons with four Horses to each Waggon for

the former. The whole will be collected and ready to move by to morrow.

I have the honor to be, &c &c

HENRY BRUEN.

Major DeLancey
Adjut General

Enclosure No 4.—

New York September 3d, 1781

Gentlemen:—

In answer to yours of the 23d ulto I am to acknowledge the very great benefit which has resulted to the Service within my Department upon Long Island from the number of Horses and Waggons furnished by the Quarter Master General's Department, not only for drawing considerable quantities of wood to the Landings to be shipped to New York, but also into the Magazines at Brooklyn. It is also my opinion from the frequent disappointments I have met with from the Inhabitants in almost every instance, where the publick service has required the aid of their Horses and Waggons, that it is owing to the assistance I have received from the Quarter Master General's Department on Long Island that I have been enabled to give dispatch to the publick Business of that District. And I am also convinced, that the Inhabitants can never upon any occasion give that assistance to the Departments of the Army which the Exigencies of Government frequently require.

I have likewise at your request enquired of the Gentlemen employed in my Department, before my appointment and find that in the winter 1779 & 1780 it was principally owing to the assistance given by the Horses and Waggons in the Quarter Master General's Department, and the exertions of Major Savage who then conducted the Train on Long Island, that the Troops in New York were kept from suffering thro' the want of fuel.

I am with great respect

Gent^{n}. &c

WM CROSBIE

Majors Bruen & Robertson
Dep^{y} Qu^{r}. M^{r}. Generals.

Enclosure No. 5—

New York 7th September 1781

Gentlemen:—

I have had the honor of receiving a Letter from you requesting my opinion of the Services performed by the Quarter Master General's Department in the Waggon line, in carrying on the works in the Engineer Department, during my Command.

I answer with the greatest readiness and pleasure that for upwards of three Years we have been at all times most amply supplied with Waggons and Horses from the Quarter Mast Generals Department, both for collecting and transporting the Materials used in constructing the Works, carried on in the different Posts; and that they have been constantly employed.

The Services performed by your Department have been most extensive and laborious, particularly at the Lines of Kingsbridge, when for many Months it required at least the daily labor of 160 or 200 Horses for the Common Transport of Materials, from very distant points. The works of Long Island, with the constant call upon you, from that quarter for the immediate supply of every other point, are evident proofs of the utility and absolute necessity of the existence of such a Department as that of the Qu^r Master General's.

The Springs of your Department are, and I can safely say have always been so very active, that when we have expected the greatest labour and difficulty in the service, it has become easy and pleasant. I say therefore in few words, that the Service could not have been carried on nor could the Engineer Department have existed without the constant assistance of the Quart^r Master General.

You will pardon me for saying, perhaps too abruptly that the idea of being supplied by Country Waggons, hired occasionally is ridiculous.

Our late and present demands upon you are many; I believe, to the amount of ten or more Brigades. They are most usefully employed, which any Man may see by taking the Circuit of this Island and its Dependencies.

As I only speak in general terms, I must beg leave to refer you for the particular Services of your Department, in our Line, to Captain Parker and Lieut. Fyers Engineers, and to Captain

Sproule Assistant Engineer, the only Gentlemen now upon the spot. They will most readily, I dare swear vouch for more than I have said.

I have the honor to be, &c &c

ALEX.R MERCER,
Commg Engineer.

Majors Bruen & Robertson,
Dep. Qur. Mrs. General.

Enclosure No 6.—

New York 14th May 1781.

SIR:—

According to your request, made by order of His Excellency General Robertson, I have suggested to His Excellency General Knyphausen the idea of lessening the number of orderly Waggons attached to the several Hessian Regiments. With due deferrence to higher Judgement and orders, His Excellency is of opinion and bids me represent to you, that the number of these Waggons is so closely proportionate to the exigencies of the Troops as to admit of no deminution unconnected with obstruction of the Service.

There is but one Waggon with two Horses pr Company barely sufficient for transporting the Tents for the Men and officers, in so much that the necessary Baggage of the latter, little as it is, encreases the load rather beyond the Capacity of the conveyance.

The one Waggon for the Staff allotted for the Baggage of the Commanding Officer, the Pay Master's and Surgeon's Chests with their Baggage, and that of the Chaplain and Waggon Master, is still more surcharged, and would be entirely unable to answer the demand if the remaining Waggon allotted to each Detachment of artillery, which is less burthened, was not made use of to ballance the weight.

The Commanding Officers of the Regiments indeed have made several applications to His Excellency General Knyphausen to procure a separate Waggon for them, as customary in European Wars, where they are allowed a travelling Carriage besides, in order to assist sick or wounded officers. But His Excellency from consciousness of the difficulties attending the

encrease of Horses and Baggage in this Country always declined the proposal. You will be pleased to submit these Circumstances to further consideration.

I acknowledge the honor of your Letter of Yesterday's date, and I readily agree to your proposal of leaving the Artillery and Waggon Horses wanting for the several Corps, at the Pastures on Long Island till further Emergencies, the propriety being obvious.

I have the honor &c &c

COCKENHAUSEN.

Colonel & Q.r M.r General

The Board proposed that Major Drummond should take the above Papers to make his Remarks upon, for their perusal and when ready to inform His Excellency the President of this Board; which Major Drummond agreed to; then the Board Adjourned themselves till they are informed of his being ready to lay before them his Remarks.

RETURN of Batteaux, Gun Batteaux and Scows belonging to the Quarter Master General's Ship Yard or Department.

New York 19th September 1781.

2	Batteaux	left by Queen's Rangers at Staten Island
2	"	With Refugees Bergen Point
2	"	with Refugees up the North River
1	"	with the Garrison at Paulus Hook
1	"	sent to the Brunswick Troops when at Brooklyn, not returned
1	"	with Major Steir Denices Ferry
1	"	sent to Major Cuffe at Brooklyn not returned
1	"	with the 17th Light Dragoons
1	"	with the Qu.r M.r General's Department at Great Neck
1	"	with the Qu.r M.r General's Department at Brooklyn.
1	"	sent to the Sloop Neptune and left at Staten Island.
1	"	with the associated Loyalists up the sound.
3	"	with the Qu.r M.r General's Department at Haerlem.

2	"	with the Qu^{r} Mr General's Department at Hallett's Cove
1	"	with the Loyal Forresters on Barren Island.
28	"	on Board different Transports
37	"	at the Qu^{r} Mr General's Ship Yard.
86	Batteaux in and about New York.	

1	Batteaux	with Refugees Bergen Point.....	4
1	"	with Refugees up the sound.....	12
3	"	at the Qu^{r} Mr General's Ship Yard.....	12
1	Boat	left by Queen's Rangers on Staten Island.	4
1	"	Sent to the Sloop Neptune when at Staten Island.....	4
2	"	With Refugees at Yellow Hook.....	9
2	Mantellet	" on Board Ships North River.....	12
1	Half Galley Gun Boat at Princes Bay.....		3
1	Boat at the Navy Yard		
13	Gun Batteaux and Boats in and about New York		

3	Scows	with the Commissary General at Haerlem
1	"	with the Qu^{r} Mr General's Department at Hallets Cove
1	"	on Board the Thetis Transport
2	"	at the Quarter Mr General's Ship Yard.
7	Scows in and about New York.	

N. B.—The above are exclusive of a Number sent on the several Expeditions to the Southward. There are two Batteaux lost from the transports laying near Denyces Ferry in the late Gale & six more on the Expedition to New London.

RICH^{D} BRADY.

New York November 20th 1781.

SIR:—

In consequence of my Commission as Commissary of the Publick Accounts of this Army, and further Instructions from the Lords Commissioners of His Majesty's Treasury, I had the honor of presenting my ideas on the subject to His Excellency the Commander in Chief, who was pleased to constitute the

Board at which you, Sir, preside, in order to promote every enquiry necessary to ascertain the several points in question. An Extimate or Comparative View, which I had the honor to lay before the Board, has been contrasted with one of considerably higher expence, and a conclusion drawn, apparrently in favour of the latter. The investigation of the objects of my Commission rendered it necessary to draw information from various sources, in searching for which I have met with many retarding difficulties. Urged by considering the great length of time elapsed since my arrival, during which this Business has lain Dormant and the repeated orders I have received from the Lords of the Treasury to enter upon it, I was perhaps too sanguine in my first attempts. I wish notwithstanding to proceed with the utmost Candour and Deliberation and beg leave to assure those Gentlemen who first harboured the idea, that nothing can be more repugnant to my own feelings than to think of wounding theirs by Insinuations, Inuendoes, or by any means whatever; I pretend not to infalibility more than themselves and therefore hope that mistakes on either side will be kindly pointed out and candidly rectified.

The Calculations in the enclosed Estimate are made on the largest scale of Expence, and as they also depend on the Judgment of Mechanics, and Men of probity and experience, I flatter myself they are grounded on the most deliberate and solid principles; as such I submit them to the consideration of the Board, presuming they contain every thing essential respecting the Horse, & Waggon Departments, at present existing with this Army.

I have the honor to be,

Sir &c &c

Dun^N^ Drummond.

His Excellency
Lieut Genl Robertson

ESTIMATE of the Probable Expences attending the Estab
Persons of every denomination, and the annual repairs neces
Horses and Waggons being the same as these at present em

Article 1st

1 Principal Conductor at.....
6 Conductors.....
60 Sub Conductors.....
620 Drivers.....

Article 2d for

1 Waggon Master.....
2 Ass^{t} Waggon Masters.....

3 Overseers.....
3 Ass^{t} Overseers.....

3 Storekeepers.....
3 Ass^{t} Storekeepers.....
3 Clerks.....
1 Paymaster.....
1 Assistant.....
30 Labourers.....

1 Company consisting of
50 Black Labourers.....

Article 3d for

Comprehending Farriers, Blacksmiths, Carpenters, Sawyers, Wheelwrights, Collarmakers and other Artificers to accompany occassionally the different Brigades of Waggons, making new Harness and all necessary repairs, 2 Compan^{s}. of 50 Men each making 100 vizt;—

60 at.....
40 at.....
1 Master Carpenter.....
1 Master Wheelwright.....
1 Master Blacksmith.....
Carried forward.....

lishment of a Train of Horses and Waggons, with the requisite
sary to keep it up, including Casualties, the proportion of
ployed in the Quarter Master General's Department.

		New York Curr^{y} per Annum
for Horses.		
24/ per diem	£438	
16/	1752	
8/	8760	
3/	33945	44895 .. ..
the Waggons.		
20/ per diem	£365	
16/	584	
16/	876	
12/	657	
16/	876	
12/	657	
8/	438	
24/	438	
16/	292	
4/	2190	
1/6	1369	9472 .. ..
Horses & Waggons		
12/ per diem	£13140	
8/ per diem	5840	
at 20/ per diem	1095	20075 .. ..
		£74442

The foregoing three Articles contain the full establishment of the necessary persons of every Denomination to manage and keep up this Department, and each may, I presume, be obtained and engaged for the respective Salaries there specified.

The present Artificers, Conductors, Waggon Masters, Clerks, &c employed in the Qu^r Master General's Department apparently to aid the proprietors of the Horses and Waggons (but which the Gentlemen themselves of the Department can best explain) would be included in the Articles, if necessary, otherwise would most of them be discharged—from whence an Annual saving of upwards of £20000 would arise.

Article 4th

Horses to replace such as may die annually or become unfit for service including all casualties. 500 at £32 each is.....

This is an allowance of one fourth of the whole which must be admitted as very ample. The common rate of Mortality in this Country is in a much less proportion, and the Casualties can scarce make up the difference, especially when the Army does not take the Field, and in an Active Campaign it may be supposed that the Casualties would be fully counterballanced by adding all the Captured Horses and Waggons to the Establishment—N. B.—the Average price of Horses is fixed at £32 New York Currency, because one Department of this Army has been supplied with able Horses at that rate, but many have been purchased in that and other Departments for less. On these united considerations I rest the foundation of this Article.

Carried forward.....

Brought forward.....

Article 5th

For Materials to construct annually 60 Large and 100 Small Waggons and to answer for Casualties.....

The workmen being already paid in Article 3d this Calculation allows ⅔ds of the prime Cost for each Waggon estimating the Large at £40 and the small at £20 Sterlg.

Article 6th

200 Setts of New Harness to replace such as may be annually rendered unserviceable and for Casualties.....

New York Currency

Brought forward...£74442 .. ..

£16000 .. ..

£90442 .. ..
New York Currency
£90442 .. ..

5000 .. ..

3000 .. ..

This Article is estimated at the Medium price a Contractor would charge or £15 per Sett, Captures may also tend to lessen this Article.

Article 7th

Iron for Horse Shoes Annually .....

This Article allows 100 pounds of Iron for each Horse per annum at £3 10 per Ct Weight, which is a large allowance considering the work is paid for in Article 3d.

Article 8th

Tar and Slush for greasing the Waggons every second day at £4 each.....

Carried forward.....

Brought forward.....

Article 9th

For the necessary repairs in every respect of the Waggons including Turpentine, Paint, Oil, Nails, Iron Work, Rope, Harness, Leather, Sheep Skins, Bridle Bitts, Osnaburgs, Russia Duck, Twine, Thread, Hair, Chains, Wax, Rosin, Chalk, Buckles, Tools, Lumber and Plank.....

This is about ⅓ of their prime cost and with the allowance of 160 New Waggons & 200 Setts of Harness by Articles 5 and 6 will be found sufficient, especially when all the Iron Work of Waggons become unfit for Service and old Horse Shoes &c are applied to this Service.....

TOTAL.....

By this Estimate it appears that the Horse and Waggon Department might possibly be kept up for the sum of £116000 Department for a similar Period by the Average of three amounting to £193566 New York Currency the difference being Government from adopting the plan of the foregoing estimate.

If the saving pointed out in the observation upon Article Currency. Besides the Expence of shoeing all the Horses, for in the foregoing Estimate.

New York
20th Nov 1781.

New York Curr^y
per Annum

6000 .. ..

25000 .. ..

£106942 .. ..
New York Currency
£106942 .. ..

9058 .. ..

£116000 .. ..

Department of this Army employed by the Qu^r M^r. General's New York Currency per annum. The Actual Charge of this Quarter's Accounts laid before me as Commissary of Accounts £77566 is an annual saving that would probably result to

3d is admitted the whole will amount to £97566 New York which is at present a charge upon Government and is provided

DUN^N DRUMMOND
Comm^y of Accounts.

Observations in support of the Plan presented to the Board of General Officers.

In order that the Board may Judge more clearly of the propriety upon which I have founded my principles that it will be attended with a considerable saving to Government were it to take into its own management the Vessels, Horses and Waggons, &c of the different Departments, it may perhaps be necessary for the purpose of obtaining a more comprehensive view of this Business, that the nature and conditions of the several contracts by which the Departments furnish the requisite Articles for the Publick Service be inquired into; to examine into the principles upon which they are grounded, and whether they appear to be governed by such as are usually made upon a fair and equitable bargain between Government and the Contractors. I am induced to believe that upon a Comparative View of the Expences attending these Contracts with what I propose, it will be found that Government, by taking all the Articles belonging to the various Establishments under the immediate direction of its own controul, would probably cause a great diminution of Expences.

Majors Bruen and Robertson having represented to the Board the important and essential services rendered the Publick from the exertions of the several Officers belonging to the Quarter Master General's Department, in aiding and assisting upon all occasions the different Departments of the Army with Waggons &c. I must add my evidence to the corroborating testimonies exhibited by the principals of them in support of the assertions made by Majors Bruen and Robertson.

I admit that the Train of Horses and Waggons have been at all times extremely useful in forwarding the Publick Works, and that the several Departments have been supplied when the exigencies of the service required their aid, in the fullest and most efficacious manner; in particular at the time alluded to by those Gentlemen in the Winter of 1779 and 80 when the whole Army was benefited by, and felt the good effects of their Zeal and activity in furnishing wood for the Garrison of New York and its depending Posts at a period when no regular nor sufficient supply of Fuel could be obtained from the Department which should have provided against such a Casualty. I

acknowledge that the Gentlemen who bear so conspicuous a share in the execution of the important duties of this Department have contributed by their earnest and well meant endeavours to bring it to the perfection in which we view it; nor can I doubt from the resputable Characters which they are universally allowed to possess but that the primary object pursued by them has ever been the Publick Good connected with their own particular Zeal for the King's Service.

The distinguished Mark of His Majesty's approbation with which one of these Officers has been honored, from his assiduity and faithful discharge of the Duties in this station, was not more grateful to the Army in general than it was pleasing to me personally; from a Conviction that no favor of a similar nature has been conferred upon any Officer serving in America with more propriety and Justice since the Commencement of the War.

When I contend that the Expenditures of Monies in this Department upon a Comparative View with the services performed, seem to have encreased to an excessive amount, I must attribute the excess to have arisen, in a great measure from the defective nature of the Establishment now subsisting from the erroneous principles upon which the present system is founded, and not to any want of zeal, abilities or good intentions in the present executive officers, or in the General Officer who is placed at the head of it, to rectify any defects.

It must be considered as Majors Bruen and Robertson alledge that the mode now followed is but a Continuation of one uniform system adopted in an early stage of the War. Whether this system was founded on the Basis of frugality, and that such œconomical effects have proceeded from it as have been asserted, or that an accumlation of charges and expences have resulted from the causes I have assigned in the inherent defects of such an arrangement, would be undoubtedly ascertained in the event of a tryal on the plan I propose.

I have endeavoured by pointing out a way which I think the most eligible one for Government to pursue to correct this imperfect establishment to put it upon the best foundation to answer every purpose, and at the same time to evince that a retrenchment of Expences would most probably be the happy

consequence, should some plan of this kind I have presented be determined on.

The principals of other Departments who in their letters to Major Bruen of September last entertain so rediculous an idea respecting the hiring of Country Waggons, formed their opinions, I presume upon a supposition that Government might adopt such temporary and precarious expedients, and not enter upon a more enlarged and certain system. My sentiments entirely coincide with their observations on such a contingency, I conceive, however, that Government might avail itself partially and in some instances of temporary expedients, altho' a system founded upon them, and carried into execution upon all occasions would seem to be an absurd measure, I should reprobate the idea equally with the Gentleman who started it; but to exclude all possibility of advantages which might be derived from the local situation of New York, Long & Staten Islands with the assistance to be had from the inhabitants thereof, in my humble conception it would only indicate a total want of resources in the persons who should reject the probable means of drawing from the Country within the British Lines any aid conducive to the purposes of Government. If this should be acknowledged, it must infallibly demonstrate, what I trust is not the case, that we are destitute of means to assist the publick Works, when the exigencies of the Service require to be aided from the Country. I request to particularize an occasion. I hope to be justified in my assertion when I presume to say that his Excellency the Governor's authority would be fully competent to enforce a prompt execution of the measure. I mean in respect to the Pontoon Train which in the space of one Year has been moved from New York to Kingsbridge, thirty eight Waggons, One hundred and forty eight Horses and thirty-eight Drivers appear to be constantly employed in this service for which Government pay annually £14000 New York Currency the Waggons being always attached to the Pontoon Train and ready to move with it; there would be no unsurmountable difficulty, I imagine in procuring for a limited time 150 Horses from the Country to transport the Pontoons. No operations or movements in the winter will probably take place to require the constant use of the Pontoon Train. A Diminu-

tion of Expence might possibly be judged necessary in that Article during such period, in which apparently there would not arise much necessity for their being employed. I however prefer the more certain mode of retaining in the hands of Government Horses for this Service and this motive has induced me to allot, in my Calculations, a proportion for that purpose.

I have been induced to enter into this Discussion presuming upon the indulgence of the Board in my favor, the motives which have actuated me in my inquiries are solely a consideration for the Publick good, and in consequence of the repeated injunctions, as I before observed, which I have received from the honorable persons who appointed me to the office I now have the honor to fill; the tenor of my Commission and their admonitary letters have operated upon my mind in so forcible a manner that I should hold myself to be inexcusable were I not to endeavor at fulfilling their wishes and intentions and when I add that the wishes of the Nation at large, accompany those of the respectable persons mentioned, it must prove a fresh incentive to my endeavours of elucidating this subject. I submit the whole to the information and superior Judgment of the Board to determine upon the Merit of my propositions, and ultimately to decide whether in their estimation they appear to be founded upon solid principles, or likely to produce the consequences I have maintained would probably result from them by a reduction of the expences of this Department.

If the proposition I have made are held as erroneous and defective, I must claim the indulgence of the Board in my extenuation, I have been guided by no other motive than a most earnest anxiety to discharge the duties of my office, and to pursue every proper means of attempting to diminish the very heavy expences attending the Departments of this Army.

When I reflect that the Commissioners of the Publick Accounts at home are upon the point of examining into the extraordinaries of the American War, and the probability there is of their calling upon the Lords Commissioners of His Majesty's Treasury for information upon so intricate a subject, I own it stimulates my endeavours to give them all the lights and explanation I am capable of affording, in the Report I must

necessarily transmit to them upon this occasion agreeable to the spirit and intent of my Commission and the subsequent Orders I have received from the Treasury which specify in so urgent a manner.

That the great encrease of the Expenditures of Publick Money calls for every exertion, and that the Lords (of the Treasury) trust you will with the assistance and under the Orders of the Commander in Chief use every means in your power to curtail all improper charges, to prevent unnecessary expences, and to see that the respective services are carried on with all due and proper Oeconomy.

I take the liberty of observing that a similar mode of investigation with that I have adopted in relation to the Horses and Waggons will apply to the various heads of publick Expenditures in the several Branches of the other Departments.

And if it should be judged requisite and determined upon, I can subjoin a state of Vessels, armed and unarmed now employed in the different Departments, to show the great probability of decreasing the charges in this important Article of expence by pursuing my plan; but this consideration I wave for the present, as I trust that the Board will be fully competent from what I have already presented, to determine upon the propriety or impropriety of what I have suggested.

Dun^D Drummond
Comm^y of Accounts.

New York
20th Nov 1781.

Copy of a Letter from Major General Dalrymple to His Excellency Lieut General Robertson, President of the Board of General Officers, &c Accompanying an aggregate of Letters and papers 34 Numbers.

New York 30th November 1781.

Sir:—

I beg leave to return your Excellency and the Gentlemen of the Board my sincere thanks for the Communication of the Estimate & observations laid before you by Major Drummond and to remark that the Services performed by the Qu^r Mr General's Department are so extensive and various that it

requires long experience and minute observation to form an adequate idea of its importance, expence and extent, and this in some measure may account for the various errors attending the calculations exhibited to the Board by Major Drummond in his comparative Views, his sketch of the Quarter Master Gen[ls] Department and his last Estimate which differ so essentially from one another.

In answer to the first part of the observations made by Major Drummond in support of the last project delivered to your Excellency and the Board over which you preside I beg leave to refer to No 3. Lord Cathcart's letter to His Excellency the Commander in Chief, and to Major Bruen and Robertson's Letters No 6 and 7.

I am extremely obliged to Major Drummond for the high sense he entertains of the zeal and abilities of the Gentlemen under me that have carried on the business of the Department, it is a fresh proof of his Judgment and Candour, as well as his acknowledgement of the Services performed by the Department in the carrying on the demands of the Army at large and particularly for their exertions in Winter 79–80 when the early and unusual vigour of the season added to His disappointment of supplies from the Inhabitants had prevented the Barrack Master General from making the usual provision of Fuel for the Troops, and I am sure the Department will meet with new Praise and approbation when I can inform him that at this moment it almost singly supports the whole weight of the different Departments who are in a great measure disappointed of the aid expected from the Inhabitants of these Districts whose incapacity or unwillingness to execute the demands made upon them have uniformly been the same.

Major Drummond in his letter to your Excellency of the 20th instant having acknowledged his being too sanguine in his first attempts ought not now so positively to assert that the Expenditures of Monies in my Department seem excessive or encreasing beyond the services performed which he sets forth in his observations.

My observations and experience and the long experience of the Officers under me, who have conducted this Department so ably and so much to the satisfaction of the Commander in

Chief under whom they have served and for which both are honored with singular marks of favor joined to the facts arising from the papers now and formerly laid before the Board, will I trust prove Major Drummond's project to be visionary and if carried into execution, more defective and equally expensive to the present Establishment nor do I humbly conceive that any arrangement could have been made more Oeconomical or better calculated in every respect for carrying on the public Service.

Endeavours at alterations of the Magnitude proposed by Major Drummond's project are seldom successful even when resulting from deep enquiries and long experience, nor can it be esteemed prudent on slight and trivial grounds to alter our establishment that has supported its credit on the most trying occasions past as well as present of which His Excellency the Commander in Chief as well as every Member of this Board, I hope have had the fullest conviction.

As I do not perfectly understand the argumentative part of Major Drummond's observations respecting the aid to be drawn from the Country in the adjacent Districts of Long and Staten Islands, I shall content myself with observing that at present they scarce afford any, as a proof of which I beg leave to refer to the Heads of the other Departments of the Army.

The high respect I entertain of the authority that gave birth to the Pontoon Train compels me to conceive the establishment highly necessary, and had Major Drummond descended to any tolerable degree of minuteness in his enquiries, he would have found that the Horses and Drivers allotted to that service were not an idle burthen on the publick, but like every other branch of the Department employed in useful and important Services. Besides the usual duties in the publick Lines I shall only particularize a few Instances to the Board, that of drawing in Forage, laying in Lumber for the Ship Yard and Fuel for the Troops when in Camp, by which last article firing is provided at the small rate of twenty five Shillings Currency per Cord at an average, the Market price being from four to six pounds Currency and Lumber at twelve pounds Currency per thousand the Market price being Forty to Sixty pounds and

often double those prices. And by the transporting of Forage almost the original Cost is saved to Government.

I am now to claim that the Candour and patience of the Board may be extended to me. The subject is new and probably requires more experience and Capacity than I profess to do it Justice. I allow that motives of publick Zeal and the attention due to the honorable Persons so respectable as those mentioned by Major Drummond are sufficient to vindicate the enquiries that have drawn so much trouble on your Board & the various Departments and I shall be happy to show the respect I entertain of the Board where you preside by embracing every occasion of following their ideas or suggestions when applicable to any branch of my Department.

I now close my observations on the Business and shall only beg leave to refer the Board to all the former papers that have been laid before them, a Copy of which with an aggregate I have now the honor to deliver, as well as some additional papers, trusting that they will accompany your final Report to His Excellency the Commander in Chief.

I have the honor to be &c &c

W. Dalrymple, Q. M. G[l].

No 1 of the
Aggregate

Memorandums relative to the Qu[r] M[r] General's Department 30th June 1779 Sir Wm Erskine left the Quart Master General's Department and was succeeded by Lord Cathcart. His Lordship immediately after being appointed Personally mustered and reviewed all the Horses and Waggons appointed to the different Corps of the Army, the Provision Train and Pontoon Train &c which His Lordship reported in the following words:—

"When I joined the Department I found the Regiments, Staff, Hessian Artillery, Pontoon Train, &c complete, I likewise found a Train equal to the transporting Twenty one days provisions for Ten thousand Men."

His Lordship likewise (in consequence of some particular Querries from His Excellency the Commander in Chief) laid

before His Excellency in Writing a particular State of the footing the Department stood upon from its Commencement under Sir William Howe to that time.

When His Excellency Sir Henry Clinton went with the Army to Charlestown, the Provision Train was left at New York and each of the Corps going upon the Expedition embarked their Waggons to take with them.

During the Winter and Spring 1780 the Provision Train were employed in drawing Fuel for the Town and Garrison of New York and had it not been for the great exertions of Major Savage under whom they were at that time employed both the Troops & Inhabitants must have suffered great distress.

When General Robertson arrived at New York in Spring 1780 he spoke with Major Bruen concerning the establishment of the Provision Train then kept up, and proposed the reducing the number of it. Upon which Major Bruen wrote immediately to the Quarter Master General at Charlestown requesting him to know the Command^r in Chief's intentions upon that subject. To which he received an answer from Brigadier General Dalrymple who was then Quarter Master General that he Major Bruen was to keep the Train upon the same footing it then was, according to the regulations established, which Major Bruen conceived to be those at the time Lord Cathcart was appointed, when the general Muster and Report was made by him to the Commander in Chief.

When Brigadier General Dalrymple left New York in September 1780 on his way to Britain he charged Major Bruen and Robertson with the care of the Department, instructing them to keep everything complete and upon the best footing for immediate service, and they in consequence have since continued to Act for Brigadier General Dalrymple in his absence, keeping the Department upon the same establishment it was left on when he went away.

It has been with the greatest assiduity and trouble that during the Course of four Years the Department has been brought to the perfection it now stands in, with respect to serviceable and able Horses and Waggons which have been purchased at very high prices. If a diminution should at present be thought necessary & the Horses discharged, if on a

future day an augmentation should again be wanted, it will be found a very difficult if not altogether an impossible task to complete them.

The Horses and Waggons belonging to the Quarter Master General's Department have been constantly employed in the Publick Services of the Army, by the several Departments of the Engineers, Commissary General, and Barrack Master General, some of which Services have been for a considerable length of time so severe particularly in 1779 at King's Bridge that a double and even a triple relay of Horses were found necessary to keep the waggons in daily employment, hawling the Materials from Morrissinia up the very rugged and steep hills where the publick works are constructed. They have been likewise employed upon the same services upon Long and Staten Islands, Hawling Materials, &c for all the Publick Works & Posts; likewise in collecting Forage at great distances upon Long Island, &c Drawing Fuel for the Troops in Camp and Cantonments, and for the supply of the Hospitals for the Navy and Army. Also in hawling Materials for the Ship Yard for Building and repairing of Gallies, Gun Boats, Batteaux, Armed Briggs, Schooners, & Sloops, fitting up Births in Transports, and Horse Vessels, by which a very considerable saving has been made to Government.

For all which Services the several Departments must have employed other Horses and Waggons at an equal if not greater expence to Government. Or should another mode of hiring Waggons from the Country be adopted besides the great inconvenience that must arise to the Farmer in particular, and to the Country in general, in case of a sudden movement of the Army in the sowing or reaping season; an immediate and unavoidable discovery of every intended movement must be the consequence of the Orders being issued for collecting the Waggons together; besides running the risk of not being able to get a sufficient number on a short notice, which upon former trials has been experienced.

In calculating the Number of Horses and Waggons necessary for carrying provisions for a stated time to an Army of a certain Number of fighting Men, A great extra allowance must always be made for the number of followers of the Army such as Guides,

Artificers, Drivers, Servants, &c and likewise empty Waggons to be ready to take up the tired, sick and wounded.

The Naval part of the Department were by Sir William Howe's order put under the direction of an Agent, who has the sole management of them, and whose Certificate only entitles the Owners to the payment of their hire.

The armed Craft lately taken into the Service are likewise under the direction of an Agent.

No 2 of the
AGGREGATE

A STATE of the Number of Drivers, Horses and Waggons employed in the Quarter Master General's Department in the following Years.

Distribution	Drivers	Horses	Waggons
In 1777	823	2092	763
1778	874	2086	874
1779	740	2164	699
1780	731	2146	690
1781	623	1979	620

N. B.—A Number of Horses and Waggons were taken from the Rebel Country in the Years of 1777 and 1778 which if brought into Acc^{t} would make one fourth more than what is charged for in the subsequent Years.

In 1779 the Pontoon Train was ordered to be completed which with the arrival of the 76th, 80th, 82d and 84th Regiments from Europe, the Troops from Rhode Island, and the Flank Companies from Halifax as also the encrease of the Provincial Corps, caused an additional number of Horses to be employed that year.

No 3 of the
AGGREGATE

New York 17th December 1779

SIR:—

Having received your Excellency's Command to inform you in writing.

1st Upon what footing the Waggons employed in the Quarter Master General's Department stood at the first landing on Long & Staten Islands in 1776.

2dly What alterations have since been made upon that arrangement and by whom, and

3dly Upon what footing and by whom Waggons are now furnished for the use of the Quarter Master General's Department?

I am to have the Honor of stating to your Excellency with regard to the first question.

That during the whole of 1776 Lieut Colonel Shirreff acted in most respects as if head of the Quarter Master General's Department, Sir William Erskine who was appointed Qu^{r} Mr General in the latter end of September 1776 not interfering in any other branch of office than what occurred in the Field during that period.

That all the Warrants granted for the Expenditures in the Department in 1776 were granted to Lieut Col Shirreff.

That the Waggons and Horses were furnished by Lieut Colonel Shirreff, And

That the mode he used in this Business was that of hiring the Waggons required from different contractors, and paying them by the day, for which he has I presume, the proper Vouchers & Authentic Receipts with him in England.

The Answer therefore to your Excellency's first Question is that in the year 76 the Waggons used in the Quarter Master General's Department with the grand Army were hired by Lieut Colonel Shireff.

2dly What alterations have since been made upon that arrangement and by whom?

The Land Carriage of the Army was performed in the beginning of 77 partly by a Train of Waggons and Horses brought over from England and under the inspection of Mr Francis Rush Clarke and (that Train never having been adequate to the exigencies of the Army, or calculated for the Service of this Country) partly by Waggons and Horses hired by Sir Wm Erskine who had entered into all the functions of his office at the Commencement of that Year.

In March 77 when it was in Contemplation to make a forward move Sir Wm Erskine represented the State of the Train as inadequate.

Sir William Howe the Commander In Chief having considered this point, ordered Sir Wm Erskine upon no account to purchase Horses or Waggons, as that would draw on expences that never could be defined, but told him that he depended upon the Quart Master General to hire a sufficient Number of Waggons and Horses to form a Train equal to the probable exigencies of the Army, that having constantly been the practice in this Country.

The remains of the English Train which by Losses & foraging parties, accident and bad management, was reduced to a very small number of worn down Horses, were upon that account put totally under the care of Sir Wm Erskine, and the Waggons set aside as unserviceable.

These Horses were put out to nurse on Long and Staten Islands and there are not above fifteen of them now remaining.

From that day the Quarter Master General and the Quarter Master General only, has been considered as responsible to the Commander in Chief for the Land Carriage required for the Army.

In May 77 it was judged expedient that a Number of Waggons and Horses should go with the then ensuing Expedition in order that the Army might be able to move off its ground immediately upon its Debarkation.

The election was proposed to those Farmers of Long and Staten Islands from whom Waggons and Horses had been hired, either to embark them as their own property, or to sell them at a fair Valuation, done in presence of two Justices of the Peace, to such Persons as would run the risk.

Some few chose the former offer and Embarked their Horses; the greater part declined it, and sold their Horses which were paid for, and the officer who paid them can produce authentic & legal Certificates signed and sealed of the regularity of this transaction, and can produce a Receipt for every Horse and Waggon purchased at that time specifying the Value paid for each and signed by the Vender or his Attorney.

Thus in answer to your Excellency's second question, I have shown that the only change that happened in the arrangement of the Train while Sir William Erskine was Quart^r Master General was that a Train sent from England were worn out and that Sir Wm Erskine was ordered to hire Waggons & Horses to form a Train for the Service of the Army, as was always the Custom in this Country.

3dly Upon what footing are the Waggons now furnished for the use of the Quarter Master General's Department.

I, as doing the duty of Quarter Master General to the Army under your Excellency's Orders, am at present answerable, and alone accountable to the Commander in Chief of the Army, for having an effective Train ready and fit for service, equal to the Transportation of Provisions for any number of Men and days the Commander in Chief chuses to fix, or for the performing any other Military service, as forming Magazines, Constructing Fortifications &c &c for supplying the General Officers, the Staff Regiments, Pontoon Train, Hessian Artillery and Hospitals with their proper Number of Waggons, and for having a number of Horses ready to mount Guides and Expresses.

And as a Train of this Nature & Extent cannot be kept up at the cheap rate at which they are hired without very great exertion, I am to look up to the Commander in Chief for his Countenance and support when I am ordered to add to the Train, and am taught to expect previous Notice before I am to reduce it.

The regulated hire which I pay is as follows:—

	Sterling		
For one small waggon with one Driver and two Horses per day	£0	6	9
For one Large Waggon with one Driver and four Horses per day		11	9
For a single Horse per day		1	8

When I joined the Department, I found the Regiments, Staff, Hessian Artillery, Pontoon Train, &c compleat, I likewise found a Train equal to the Transporting twenty one days provisions for ten thousand Men. So great a Number of Regimental Waggons & Horses have been worn down by most of the

British Regiments this Autumn, that I have been forced to draft the lightest Horses from the Train to supply some of the Corps arrived from Rhode Island and have ordered strong Horses to be procured in their room; and to my certain knowledge the Persons from whom the Horses are had sent no less a sum than two thousand Guineas to Huntington in November last, to pay ready money for the best Horses on Long Island, to compleat the train to what I found it.

A.—The good order in which the Foreign Corps keep their Waggons & Horses is a proof that the frequent deficiencies that happen in the British Corps are owing to want of care.

I mention this Fact to show that Expence is not spared by the Contractors employed.

Thus, Sir, I have had the honor of answering your Excellency's three Questions.

I must now add that with regard to what passed before I joined the Army, I have collected the best information I could with regard to what passed from March 77 I speak with certainty and since I have had the honor of serving in this Department I speak from my own knowledge.

I have the Honor to be

Sir &c &c

CATHCART

His Excellency Sir Henry Clinton, K. B.
General & Commander in Chief, &c &c &c

No 4 of the
AGGREGATE

Head Quarters May 2d, 1780

SIR:—

I have the honor to inform you that it is the pleasure of His Excellency the Commander in Chief that every Article of the Quarter Master General's Department with you be kept in perfect Order for immediate and Active Service according to the regulations he has been pleased to Establish and which you showed me the detail of.

You are to conceive this to be directed to Services, sudden, important, and not provincial, as it is impossible to say where the scene of operation may fall; no communication on that head can be looked for.

Stand prepared, and consider this as the General's Orders and expectations.

I have the honor to be, &c

W DALRYMPLE.

P. S.—Communicate the Contents to General Robertson if you judge it proper.

Major Bruen.

No 5 of the
AGGREGATE

New York 14th August 1780.

Gentlemen:—

Having received Orders from His Excellency the Commander in Chief to depart for Europe, where I may probably remain some considerable time in executing his Commands, I think it proper to inform you that it is His Excellency's intention that all the Horses, Waggons, Small Craft, Armed Vessels, &c &c now employed in the Quart.r M.r General's Department are to remain on the same footing they now are during my absence without particular instructions from His Excellency to the Contrary; and in answer to the several applications that have been made to me by the Proprietors of the Train of the Army respecting a timely notice being allowed them before their property was discharged from the service, His Excellency thinks proper to inform them that three Months Notice will be given to them previous to such determination.

You are likewise to proceed in getting the six armed Vessels and the two express Vessels lately ordered to be taken into the Service of the Department fitted out as expeditiously as possible. And it is also His Excellency Sir Henry Clinton's Orders that when Money is wanted to defray the expences of the Department, you are to make a requisition for temporary Warrants from His Excellency the Commander in Chief for such sums as

may be necessary which you are to account for to me in order that I may include the same in my accounts to be passed by the Lords Commissioners of His Majesty's Treasury.

I am,

Gentleman, &c &c

W. Dalrymple, Q. M. G.

To Major Henry Bruen
& Capt Arch^{d} Robertson,
Dep. Q^{r} Mr Generals
or any or either of them.

No 6 of the
Aggregate

Letter from Major's Bruen & Robertson to His Excellency Lt Genl Robertson, 16th August 1781.

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No 7 of the
Aggregate

Letter from Major Bruen & Robertson to His Excellency Lt Genl Robertson 17th August 1781.

See page 74

No 8 of the
Aggregate

New York 23d August 1781.

Sir:—

We beg you will be so good as to inform us, whether a number of Horses and Waggons belonging to the Quarter Master General's Department have not been constantly employed in your Department since your appointment as Barrack

Master General; and whether or not it is your opinion that if you had depended upon the Inhabitants for these supplies the business of your Department could have been carried on.

We likewise beg that you will take the trouble to enquire of the Gentlemen employed in Your Department before your appointment respecting these particulars, especially during the time of the great scarcity of Fuel in the Winter 1779 and 1780.

We are with great respect,

Sir, &c &c

HENRY BRUEN
ARCH^D ROBERTSON

Lt Colonel Crosbie
Barrack M^r. General.

No 9 of the
AGGREGATE

New York 23d August 1781

SIR:—

We beg you will take the trouble to inform us whether the Engineers Department under your direction has not always been amply supplied with Waggons & Horses when required from the Quarter Master General's Department for collecting and Transporting Materials used in the constructing the works that have been carried on at the different Posts under your direction and whether or not they have been constantly employed.

We likewise beg that you will be pleased to communicate your thoughts, respecting the extensive and labourious services performed by them, & whether it is your opinion if you had depended upon the Inhabitants of the Country for the supply of these articles, that the business of your Department could have been carried on.

We are with great respect Sir

&c &c

HENRY BRUEN
ARCH^D ROBERTSON

To Captain Mercer
Command^g Engineer.

No 10 of the
AGGREGATE

New York 23d August 1781

SIR:—

We beg you will be so obliging as to inform us whether a Number of Horses and Waggons belonging to the Quarter Master General's Department have not been constantly employed in your Department, in transporting Provisions to the Different Posts and Magazines and in collecting Forage.

And that you will also be pleased to inform us whether or not it is your opinion that if you had depended upon the Country in any one year since May 1777 these supplies could have been procurred independent of the assistance of such a Train as that Established under the Q^r Mr General.

We have the honor to be with great respect

Sir &c &c

HENRY BRUEN
ARCH^D ROBERTSON

Daniel Wier, Esq.
Commissary General

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AGGREGATE

Letter from Major Bruen to His Excellency Lieut Genl Robertson August 24th, 1781

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Letter from Major Bruen to His Excellency Lieut General Robertson 1st September 1781.

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No 13 of the
AGGREGATE

General abstract of a Muster taken of the Quarter Master General's Department in the District of New York the 26th and 27th August 1781.

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AGGREGATE

Return of Drivers, Horses & Waggons with the different Corps up the Chesapeake 23d September 1781

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No 15 of the
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Letter from Majors Bruen & Robertson to His Excellency Lieut General Robertson 14 September 1781.

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No 16 of the
AGGREGATE

Comparative View to purchase or to hire Vessels, Horses and Waggons employed in the different Departments from 1st January to 31st March 1781.

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Sketch of the Quarter Master General's Department at New York for 3 Months from 1st January to 31st March 1781.

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Comparative View to Purchase or hire Horses, Waggons, Carts &c in the Quart Master General's Department.

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AGGREGATE

Comparative View to purchase or hire Vessels in the Quarter Master General's Department

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Letter from Major De Lancey Adjut General to Major Bruen 3d September 1781.

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Letter from Major Bruen to Major De Lancey Adjutant General September 3d 1781.

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Letter from Lt Colonel Crosbie Barrack Master General to Majors Bruen & Robertson September 3d 1781

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No 23 of the
AGGREGATE

Letter from Captain Mercer Commandg Engineer to Major Bruen & Robertson September 7th, 1781.

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No 24 of the
AGGREGATE

Letter from Col Baron de Cockenhausen Quarter Master General Hessian Troops to Major Bruen 14th May 1781.

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No. 25 of the Aggregate

Portage Bill and charges of one of the largest Horse Vessels for three Months for example the Briggantine Peggy Viz^{t}:—

Master Six Guin^{s}. per Month at 21/9⅓ each Doll. 4/8				£19	12	
Mate 20 Dollars per Month				14		
6 Seamen at 15 Dollars each				63		
3 Barrels Beef at £7 Curr^{cy} per Barrel	£21					
2½ Barr^{l} Pork 8–10	21	15				
7 Ct Wt of Bread 3–4	22	8				
3 Bush^{s}. Pease 0–12	1	16				
Rum, Fresh Meat, Cabbin Stores &c	20					
Currency	£86	19	Sterl.	50	8	7

The above are certain Expences every Quarter and the following are not extraordinary supposing the Vessel to meet with no uncommon Disaster such as losing Anchors, Cables, Boats, Sails, Spars, &c &c &c

Ship Carpenter's Bill...Sterl	15					
Ship Chandler's Bill	45					
Sail Maker's Bill	25					
Black Smith's Bill	10					
Block Maker's Bill	7	10				
Tear & Wear of the Vessel at the rate of 15 per cent per annum on £583 6 8 Sterlg per amount her value for 3 Months is	21	17	6	124	7	6
Sterling				271	8	1

Portage Bill and Charges of a Middling Sized Vessel for 3 Months, say the Schooner Escape, Vizt:—

Master 6 Guineas per Month at 21/9⅓ Doll 4/8.	£19	12	0
Mate 20 Dollars per Month	14		

3 Seamen 15 Dollars per Month each.....					31	10	
2 Barrells Beef at £7 Currency.....	£14						
1½ Barrels Pork 8 10 0..	12	15					
2 Bushells Pease 12 0	1	4					
4 Ct Wt Bread 3 4 0..	14	8					
Rum, Fresh Meat, Cabbin Stores &c.....	15						
Currency	57	7	Sterl		33	9	1
Carried forward.....					£98	11	1
Schooner Escape's Portage Bill & Charges Continued.....					£98	11	1
Ship Carpenter's Bill Sterling £ 5							
Ship Chandler's Bill.....	15						
Sail Maker's Bill.....	10						
Black Smith's Bill.....	5						
Block Maker's Bill.....	2	10			37	10	
Tear and wear of the Vessel at 15 per Cent per Annum is for 3 Months on £500 Sterling.....					18	15	0
Sterling.....					£154	16	1

Portage Bill and Charges for one of the Small Sized Vessels for 3 Months Hire at 13/ Sterling per Ton Sloop Brittannia Viz^{t}:—

Master per Month 20 Dollars at 4/8.....	£14	0	0
2 Seamen 15 Dollars.....	21		
Ship Chandler's Bill.....	15		
Ship Carpenter's Bill.....	7		
Sail Maker's Bill.....	5	10	
Black Smith's and Block Maker's Bill.....	5	10	
Tear and wear of this Vessel at 15 per cent per annum on £300 Sterling for 3 Months.....	11	5	
Sterling.....	£79	5	0

Portage Bill and Charges of one of the Vessels hired at 6d Currency per Ton per day for 3 Months, Sloop Sir James Wallace Viz^{t}:—

Master 20 Dollars per Month	£14	0	0
2 Seamen 15 Doll^{s} per Month each	21		
Ship Chandler's Bill	10		
Ship Carpenter's Bill	7		
Sail Maker's Bill	5		
Black Smith's & Block Maker's Bills	5		
Tear and wear at 15 per Cent per annum on £225 Sterling for 3 Months is	8	8	9
Sterling	70	8	9

Portage Bill and Charges of the Armed Sloop Neptune for three Months Viz^{t}:—

Master 10 Guineas per Month 21/9⅓				£32	13	4
Mate 6 Guineas per Month				19	12	
Gunner 20 Dollars per Mo				14		
Boatswain 20 Dolls per Mo				14		
24 Seamen at 15 Doll per Mo each				252		
11 Barrels Beef	£7 0 Currency	£77				
9 Barrels Pork	8 10	76	10			
25 Ct Wt of Bread	3 4	80				
11 Bushels of Pease	12	6	12			
Rum, Fresh Meat, Cabbin Stores &c		70				
Currency		£ 310		Sterling 180	17	10

Ship Carpenter's Bill Sterling	£20
Ship Chandler's Bill	40
Sail Maker's Bill	25
Block Maker's & Black Smith's Bills	15

Tear and wear at 15 per cent per annum on £1200 Sterling for 3 Months.....	45		145		
Sterling			£658	3	2

Portage Bill & Charges on the Armed Sloop Peggy for three Months Viz^{t}:—

Master at £10 Sterling per Month.....					£30		
Mate 5 Sterling per Mo.....					15		
12 Seamen 15 Dolls per Mo each.....					126		
	Currency per Barrel						
5½ Barrel's of Beef at £7			£38	10			
4½ Barrels of Pork...	8	10	38	5			
12½ Ct Wt of Bread.	3	4	40				
5½ Bushels of Pease.	0	12/	£3	6			
Rum, Fresh Meat, Cabbin Stores &c.....			50				
Currency			£170	1	Sterling £	99	3 11
Ship Carpenter's Bill Sterl...			£10				
Ship Chandler's Bill.....			25				
Sail Maker's Bill.....			10				
Black Smith's & Block Makers			5			50	
Tear and wear at 15 per cent per annum on £1200 Sterl for 3 Months is.....						45	
Sterling.....						£365	3 11

Portage Bill & Charges for 3 Months on 4 Dispatch Boats one with another at £220 Sterling £220

N. B.—The charges upon Vessels depend so much upon Circumstances that the Expences attending any one particular Vessel can never be the same for two Quarters together.

Instances can be given in each quarter when the hire upon several Vessels are less than the Expenditures.

The above Calculations are therefore made upon an average of the whole.

No. 26 of the
AGGREGATE

An account of Material's requisite to fit out a sloop or Schooner of about 120 Tons burthen with the prices of each Article.

Hull at per Ton built new, with lower Masts, Bowsprit and lower yards compleat

	N.	Y.	C.	New York Curr'y		
Spars						
Jib Boom.....	5	12				
Square Sail Boom.....	13	1	4			
Square Sail Yard.....	14	18	8			
Cross Jack Yard.....	13	1	4			
Top Sail Yard.....	7	9	4			
Studding sail Booms on each side.....	3	14	8	£57	17	4
Cables & Anchors						
Best Bower Cable 20Ct 1 0 Wt at 120/ Pr Ct.....	121	10				
Small Bower Cable 12 1 0 Wt at 120/ pr.....	73	10				
1 Anchor 7 Wt new at 1/ pr Lb.....	39	4				
1 " 5 Wt " at 1/ pr Lb	28					
1 " Cadge 2 Wt " at 1/ pr lb.....	11			273	8	
Sails and making yds						
Main Sail 240 of Canvas No 2 at 3/2 pr yd.....	38					
Fore sail 130 " " No. 2 at 3/2.....	20	11	4			

				New York Currency		
Jibb 150 yds of canvass No. 2 at 3/2.....	23	15				
Flying Jibb 100 " " No. 7 at 2/8.....	13	6	8			
Square Sail 116 " " No. 7 at 2/8.....	15	7	4			
Top sail 60 " " No. 7 at 2/8.....	8					
Top Gallant Sail 40 " " light at 1/4.....	2	13	4			
Ring Tail Sail 30 " " " at 1/4	2					
2 Top Mast Studding sails 60 yds " " at 1/4	3	10				
Water Sail 20 " " at 1/4.....	1	6	8			
To the Sail Maker for Twine & making the above sails..	43	14		172	4	4
Carried forward.....				£503	9	8
Brought forward.....				503	9	8
Cordage						
Topping lift 40 Fathom 3½ Inch Rope.....	Ct 1	1	0			
Fore lift 20 " 2½ Inch Rope.....		2	0			
Pack lift 25 " 2½ Inch Rope.....		2	14			
Main Sheets 30 " 3½ Inch Rope.....	1					
Throat & peck down hawls 9 Fathom 15th Rat Line....		2	0			
Bom Gye Pendant 3 fathom 4½ Inch.....		1	0			
Boom Takles 14 fathom 2½ Inch.....		2	14			
	4	3	at 120 pr ct	28	10	

					New York Currency
Reef Pendants for the Main Sail					1.10 0
For the Reefs 4 Dozen Net line					2
Main Stay 9 Fathom 6½ Inch Rope.....	1	0	0		
Jib Stay 11 " 4½ "	1	0	0		
Flying Jib Stay 11 " 3 Inch rope.....		1	14		
Top Mast Stay 14 " 2 Inch rope.....	1	0	0		
Main Shrouds 2 pair a side 4½ inch Rope.....	2	0	0		
Top Mast Do 1 " 2 Inch rope.....		1	0		
Rat line for Shrouds 1 Corl of Nine thread.....	1	0	0		
	5	3	4	at 120 pr ct	35 5 0
Two Hawl Yards 16 Fathom 2½ Inch.....	0	1	14		
Jib " 20 " 2½ Inch.....		2	0		
Flying Gib " 24 " 1½ Inch.....		2	0		
Square Sail " 35 " 1½ Inch.....		2	0		
Top Sail " & Tye &c 24 fathom 1½ Inch.....		1	0		
Top Gallant " 12 " 1½ Inch.....			14		
Studing Sail down hawl 9 fathom 1½ Inch.....			14		
Studing Sail Tacks & Sheets 50 fathom 1 Inch.....		1	14		
Down hawl for fore Sail 7 fathom 1 Inch.....			14		
Down hawl for the Jib 9 fathom 1¼ Inch.....			14		

				New York Currency
Down hawl for flying Jib 12 fathom 15th Rat Line.....			14	
2 Square Sail braces 10 fathom 2 inch.....			14	
2 Cross Jack yard braces 10 fathom 2 inch.....			14	
2 Top sail yd. braces 12 fathom 1½ inch.....			14	
2 Square Sail braces lifts 10 fathom 1½ inch.....			14	
2 Cross Jacks yd. braces } 9 Do 2			14	
2 Top Sail yd. braces }				
2 Square Sail Clew lines 10 fathom 1½ inch.....			14	
2 Top Sail " 9 fathom 1½ inch.....			14	
2 Square Sail Sheets 6 fathom 3 inch.....		1	0	
2 Top Sail Sheets 10 fathom 3½ inch.....		1	14	
Fore Sheets 2 9 fathom 2 inch.....		1	0	
Jib Sheets 2 14 " 2 inch.....		1	14	
Flying " 2 14 " 2 inch.....		1	14	
	5	2	14	at 120 pr Ct 33 15 0
				101 0 0
One Moses built Boat & Oars &c.....				35
Carried forward.....				£639 9 8
Brought forward.....				£639 9 8

Block Maker's Account

2 Double Blocks for their Main Sheets 80/ & 4 for the Top Mast lifts 30/.....	5	10	0

				New York Currency		
4 Double Blocks for the Hawl Yards 54/ 2 double and 2 Single for the Boom Tackel 60/.....	5	14	0			
4 Hawl yards " for the Gib 16/ & 24 Sail Blocks 72/.....	4	8	0			
16 Dead Eyes of Nine Inch for the Shrouds.....	6	8	0			
8 " for the Bolt Sprit 28/ & 6 doz Hanks 36/...	3	4	0			
2 " for stay and one heart.....	1	0	0			
1 Double and 1 Single Block for Jib stay.....		12	0			
2 Dead Eyes for square Sail Hause.....		14	0			
2 Blocks 12 Inches for Square Sail Boom 24/ and 2 Runner Blocks 24/.....	2	8	0			
2 Double " 12 Do for the Takel 48/ & 16 Mast Hoops 16/.....	3	4	0			
2 Pumps with upper and lower Boxes.....	13	18	0			
2 Pumps Breaks and 8 Boxes Leathered.....	2	10	0	49	10	0

Boatswain's Stores

Marline Spikes 2 at 3/3 per wood Axes 2 at 12/ Hammers 2 at 5/ 2 Crow Bars 20/.....	4	0	6			
Hand & Dip Sea lead 18/ Hand & Dip Sea line 34/..	2	12	0			
Tar pualing for the Hatches 27/ Hatch Bars Locks & Keys 60/.....	4	7	0			

				New York Currency		
Ensign and Pendant Staff & Hawlyard &c.....	8	0	0			
2 Log Lines, Reel & Log Book 24/ 1 two hour Glass 6/ 1 Hour Glass 4/.....	1	14	0			
1 Half Hour Glass 3/ 1 Quarter Hour Glass 3/ 2 half Minute Glasses 6/.....		12	0			
2 Wooden Compasses 16/ Lamp for Binnacle 8/.....	1	4	0	22	9	6
Cook's Stores						
1 Flesh Fork 6/ 1 Ladle 6/6 4 Wooden Bowls or Platters 12/ Pot hooks 8/ Frying Pan 10/ Grid Iron 8/....				2	10	6
				£723	3	8
N. B. In case of losing a Mast it would cost 50 Guineas to replace it.....	93	6	8			

No 27 of the
AGGREGATE

Return of the Number of Horses in the Quarter Master General's Department that have Died from the 1st July 1779 to the 1st September 1781

Between the 1st July and 31st December	1779....	359
1st January & 31 March	1780....	293
1st April and 30 June.....		147
1st July and 31st December.....		228
1st January and 31st March	1781....	190
1st April and 1st Sept.....		237
Total Number of Horses died in two Years & two Months in the District of New York.....		1454

N. B.—The death of the above Horses are Certified by the Command^{g} Officers of Corps and the Officers of the Department to whom they were attached, in regular Certificates which are weekly transmitted to the Quarter Master General's office and there filed and entered in a Book.

Exclusive of the above there are Horses bought by Captain Vallancey Asst Dep Qu^{r} Mr General in Virginia to replace those sent with the Corps from hence a few Months ago, that have died from hard labour and other Casualties, will amount at least to one hundred, by what may be judged by his last Letters.

There were several Horses also lost by people sent on Secret Services and by Guides and Expresses, exclusive of the above.

No 28 of the
AGGREGATE

Extract of a Letter to Major Bruen from a Gentlemen conversant in Business to whom he had submitted the Consideration of some Papers for his opinion.

"The Paper entitled a Sketch of the Quarter Master General's Department at New York for three Months from 1st January to 31st March 1781 and the other called a Comparative View to purchase or Hire &c are very extraordinary productions indeed.

"The first is Calculated to shew that when the Vessels, Horses and Waggons became the property of Government, that there would be a saving of no less than £186802 10 8 N. York Currency per annum in the Quart Master General's Department alone. I shall only remark on this that the Calculator should have recollected that there ought to be an allowance made of Wear and Tear of such articles in an Ample manner, especially as all articles bear from 100 to 300 per cent more than they formerly did.

"The allowance of £5 Sterling per Mo is not equal to the pay and Provisions of the Men. There ought also an allowance to be made for Masters and Under Officers as well as Seamen for the Vessels at a proportional advanced price.

"But what appears most extraordinary there is no allowance made for the first Cost of all these Vessels, Horses and

Waggons. How the Author of the Sketch could overlook so Capital a point can't be devised, unless he imagined the Proprietors were to compliment Government with them. It can only be paralleled by the mode on which the comparative View is stated, where the prices of these articles are allowed, but their necessary Expences totally omitted.

"Their sketch appears only to be made preparative to the COMPARATIVE VIEW which requires a more serious investigation. It would appear from this that £180116 11 5 New York Currency would be sufficient to purchase all the Vessels, Horses and Waggons in the Qu^r Mr General's Barrack Master General, Commissary General, and Engineer Departments, and on the opposite side is put down the Hire for three Months actually paid by Government from January 1st to March 31st 1781. £90448 14 2 New York Currency, which for Six Months makes £180897 8 4 of the same Money hereby insinuating that Six Months hire is £780 16 11 more than would purchase all the Vessels Horses, and Waggons in the several Departments.

"The person who stated this Account has not thought proper perhaps it might not have served his purpose so well to put down the necessary Expenditures for the support of these different and very expensive Engines of Water & Land Carriage; it therefore behooves the Gentlemen at the heads of Departments to make up this Account immediately and after the Ballance is struck the Board of General Officers will be able to determine whether there appears a profit or saving to Government sufficient to induce a Purchase in preference to the mode of hireing as heretofore.

"Here is a striking implication on the face of the Comparative View as it now stands, that the Proprietors of these Vessels, Horses and Waggons are in the receipt for the first Year of £181678 5 3 New York Currency, and for the second not less than £361794 16 8 clear profit! And so on from year to year as as long as Vessels can be supposed to be Navigated without Men and Provisions, stores and Materials. Horses not to Die or be worn out, Waggons to Move without Men, or any allowance for the repairs or renewal of them and their Harness."

No 29 of the
AGGREGATE

New York 6th October 1781.

Gentlemen:—

My ill state of health has 'till now prevented my replying to your Letter of 23d August, respecting the Horses and Waggons belonging to the Qu^r Mr General's Department. And to which I can readily answer that I have on many occasions received the most essential assistance from them, and that at times when no others could be procured, that a Number have been constantly employed in transporting Provisions and Forage to and from the different Posts and Magazines, and without which it would have been impossible to have carried on the business of my Department and afforded the proper supplies to the Troops at the places to which we could not carry them by Water. And now beg leave to particularize some instances which will confirm what is before asserted.

On the arrival of the Army at Philadelphia we found the Navigation of the Delaware impeded by the Forts, Armed Ships & Galley's of the Enemy, in such a manner that the Victuallers could not get up to us, and the supplies for the Army for near two Months were brought up in the Night in Boats & thrown on the beach five Miles from the Town, and the next day transported to the City in the Qu^r Master General's Waggons the most of which were for the time kept constantly employed in that Business, and on which the Troops depended for their daily subsistance.

Several Brigades of Waggons were also employed during that Fall and Winter in collecting Forage, and near two thousand tons were brought by them to the Magazines.

Foraging parties under strong Escorts were frequently ordered at the distance of fifteen and twenty Miles from the City, and on these Occasions from one hundred and fifty to Two hundred Waggons were sent out at a time and notwithstanding every exertion, it was with difficulty a sufficiency was obtained, and had we depended on the Country for Waggons the Horses must have starved. On the March of the Army from Philadelphia thro' the Jersey's, I need not mention that the Pro-

visions were transported by them alone, and without that assistance the Troops could not have fed.

Since that time I have been much Indebted for the very great assistance I have received from them in collecting Forage, particularly on Long Island, where a number were constantly employed in that Business, and transporting Provisions at times when Vessels could not be sent up the sound, those Waggons were employed to transport Provisions for the subsistance of the Troops to very distant Posts of Long Island.

The greatest part of the Hay used at King'sbridge for three years past; which has been by no means inconsiderable, has likewise been brought into the Lines by those Waggons and it is well known that from that part of the Country we could expect no assistance from the Inhabitants.

In the transporting of Provisions to the Stores they have been very often of great use.

On the whole do not hesitate to say that without the aid received from that Establishment and which has been very readily granted on every occasion, the service must have frequently suffered.

I have the honor to be

Gentlemen, &c &c

DANIEL WIER.

Majors Bruen & Robertson.

No 30 of the
AGGREGATE

Major Drummond's Letter to the President of the Board of General Officers &c

See page 208

No 31 of the
AGGREGATE

Estimate of the probable Expences attending the Establishment of a Train of Horses and Waggons, &c &c &c

See page 210

No 32 of the
AGGREGATE

Observations in support of the Plan presented to the Board

See page 216

No 33 of the
AGGREGATE

Major General Dalrymple's Letter to the President of the Board of General Officers dated 30th November 1781

See page 220

No 34 OF THE AGGREGATE

Observations by Major General William Dalrymple Qu.r Master General Upon an Estimate of the probable Expences attending a Train of Horses and Waggons recommended to be adopted in his Department by Major Drummond.

As by long experience only we can be enabled to prove the Errors incident to the most nice calculations on the Expences attending great Establishment. On that I shall chiefly rest my Replies to the several Articles that require answers in the above estimate, which I find differs so much from those supported by matters of fact during the long duration of carrying on the Business of the Quarter Master General's Department.

ARTICLE 1st and 2d

Several Charges appear overrated and others under.

ARTICLE 3d

It is here asserted that a saving may be made to Government of Twenty thousand pounds New York Currency Yearly upon a supposition that the Artificers, &c &c are solely employed in aiding the Contractors for Horses & Waggons. As the greatest branches of their employment seems here to be totally forgot. I beg leave to inform the Board that numbers have been constantly employed in cutting and sawing of Lumber for the supply of the Quarter Master General's Ship Yard for building and repairing of armed Brigs, Sloops, Row Gallies, Flat Boats, Batteaux, Whale Boats, Barges, Scows & Flatts. The fitting up of Births in Transports and Horse Vessels, repairing of Stores and Stables and Various other Services and are less in Number than the several Duties of the Department require, the Contractors being often obliged to hire at their own expence, Artificers, &c to construct and repair the article they furnish, I likewise beg leave to mention to the Board that the assistance of the Artificers paid by Government was a thing very much attended to at the commencement of this Business, as by that indulgence the contractors were enabled to furnish Government at the low rate they now do with Horses Waggons and other Articles provided by the Department which otherwise could not be done on so easy terms, especially when every Gentlemen of the Board must be convinced that every Article of Expence has risen from one to three hundred per cent since the War commenced.

I here beg leave to lay before the Board an Information I Received from unquestionable authority stating the allowances granted by Government for the Articles by the Quarter Master General's Department to the Northern Army, where the same mode of supply exists.

For the Hire of one small cart without Iron work with a Driver & two Horses.....	£0	7	6	Sterl per Day

Government keeping up the number of Horses worn out in the service as also the Carts in repair. These carts tho' not capable of carrying above one third of the Load of one of the small Waggons which are furnished here for Six pence Sterling per day

less and the loss of Horses dying & worn out in the Service made good by the Contractors.

ARTICLE 4th

The destruction of Horses is here stated at one fourth part. I appeal to facts and refer to No 27 by which it will appear that upwards of one third perish within the year. The observation on the advantages arising to the Department on an Active Campaign is ill founded for in that Case the losses of Horses, Waggons, &c would be nearly one half of those employed in the Course of a Year, and the supposed advantages arising from Captures will lose their force when it is remembered that Stores &c Captured are always sold for the benefit of the Captors, so that those that have been taken into the Quarter Master General's Department have always been paid for at a fair & Equitable price.

ARTICLE 5th

The supposed Calculations for the Constructing of Waggons supply deficiencies will be found erroneous when the observations on Article the third is considered, respecting artificers and advanced prices.

ARTICLE 6th

The price allowed for a sett of Harness in this Calculation is Just, but the Number of setts allowed to make good the deficiencies are greatly under the annual Consumption.

ARTICLE 7th

The Quantity of Iron sufficient, but the Contractors are exposed to great expences in this and other Articles, particularly at distant posts, where the Artificers of the Department cannot attend.

ARTICLE 8th

The allowance made for greasing of the Wheels &c is admitted to be ample.

ARTICLE 9th

Experience in this Article proves the Expences attending it much greater than here stated. Nor do I think were the

Expences incurred in Collecting and transporting the old Horse Shoes &c considered, that it would in any degree alleviate it.

In summing up and stating the above Articles and in the contrasting them with the Expences actually to be incurred, I find that Major Drummond has made no allowance either for the original price of Horses, Waggons, &c nor Exchange nor Interest upon so large a sum of Money as it would require to be laid out by Government in purchasing them which surely ought to be a primary Consideration in those investigations as well as the certain loss of two thirds of the purchase Money which infallibly must be the Case at the end of the War.

Notwithstanding all that has been said upon this subject I wish to assure your Excellency and the Gentlemen of the Board that I shall be happy in submitting myself to your better Judgment and ready to adopt any alterations in the mode of carrying on the Department under my Charge that you shall think advisable.

WM DALRYMPLE.

New York 30th Nov 1781.

Tuesday 4th December 1781.

The Board met agreeable to orders from His Excellency General Robertson

PRESENT

His Excellency Lieut General Robertson
General Campbell
General Paterson
The Honble And^w^ Elliot, Esq

The Board having considered the papers and Examinations brought before them relative to the Comparative State of Expences incurred from 31st December 1775 to the 16th May 1778 the time of Sir Wm Howe's Command and of what was paid by Sir Henry Clinton between the 26th May 1778 and the 31st December 1780 the first being two years & five Months and the other two years and seven Months. The Warrants granted during the first period amount to £1079412. During the second period the Warrants amount to £3278429 the difference being £2199016.

The Board Reports.

That the great National Expence in the first period of Sir William Howe's Command arose from the whole Navy, and a very numerous Fleet of Transports being employed in attending the movements cf the Army, no part of which appears in Sir William Howe's Warrants.

That the Expence of the Quarter Master General, Barrack Master General and Engineer Departments were necessarily small while the Troops were on Board ships, or had their supplys from Transports.

It is observed that during part of the first period the great Article of Expence Rum, was provided for by a contract made at home and paid for there. Whereas during the second period, the Rum was purchased by the Commissary General, and paid for by the Commander in Chief's Warrants.

A very large quantity of Provisions purchased during the latter period, swells the amount of the Warrants. But what destroys a possibility of drawing any just conclusion from a comparison of the Amount of the Warrants in these two periods, arises from this, that a great part of the expence incurred by Sir William Howe was paid by Warrants granted by Sir Henry Clinton, these being all the observations the Board find necessary to make on Major Drummond's papers, No. 1 and 2. They proceed to examine No 3.

General Robertson laid before the Board Major Drummond's Answer to the papers given him at last meeting 17th September, with an Estimate of the probable Expences attending the Establishment of a Train of Horses & Waggons in the same proportion as now Employed in the Quarter Master General's Department with observations in support of the same, and a Letter of the 20th ulto to General Robertson.

General Robertson laid before the Board a letter from General Dalrymple Quarter Master General, dated the 30th ulto with Estimates and Letters relative to his Department. Major Drummond informed the Board that he had formed the Paper No 3 in the Month of August last on an idea that half the Expence of the payments made in One year for the Hire of Vessels, Carriages, Horses &c in the Quarter Master General's Department, would purchase for the Crown, the whole property.

That on an examination of such a complicated subject he had reason to believe his ideas had not been perfectly exact, but as some changes of Circumstances had happened since that time, that made the measure of making purchases in his opinion on any calculation improper. He thought it his duty to save the Court the pain of being involved in Calculations and overwhelmed with Treatises on a measure, the adoption of which on account of the above mentioned alteration in Circumstances may have rendered improper.

A doubt arose whether this declaration did not put an end to the Business of a Board, which appears to be called principally for the Consideration of this question.

The Board Adjourn 'till to morrow that the Commander in Chief's pleasure might be taken on the subject.

Head Quarters December 4th, 1781.

SIR:—

I beg leave to request that your Excellency will have the goodness to assemble the several Members of the Board over which you preside, and make a Report to me as soon as possible of the proceedings thereof, accompanied with all the Papers that have been laid before it by the Commissary of Accounts and the principals of the different departments, in order that I may be the better able to judge what further Instructions are necessary to be given.

I have the honor to be &c &c

H. CLINTON.

His Excellency
Lieut General Robertson.

December 5th

All the Members of the Board being assembled, General Robertson laid before them the Commander in Chief's letter dated the 4th Instant directing a Report to be made as soon as possible of the Proceedings of the Board, accompanied with all the Papers laid before it.

The Board directed that all the Proceedings & Papers should be sent to the Commander in Chief.

The foregoing are the Original Proceedings of the Board.

JAMES ROBERTSON,
President.

Lieutenant General Robertson
to His Excellency Sir Henry Clinton, K. B.

New York 5th December 1781.

SIR:—

In compliance with the Letter I had the honor to receive from Your Excellency last night, I summoned the Gentlemen of the Board to meet this morning, and with their approbation send your Excellency all the proceedings of the Board with all the papers that have been laid before us with a List.

The enquiries the Board thought necessary to make, and the illness of some persons whose Answers they thought Material, has given an appearance of tardiness to the proceedings, but all the Members beg leave to say that they have spared no trouble, or omitted any attention to a subject of so much importance. They are sorry that they have been able to give no opinion but on the papers numbered 1 & 2 Their enquiries into Number 3 and the subsequent Numbers have shown them as yet little more than the extent of the subject, and convinced them that a short space of time is not sufficient for a proper discussion.

I have in the Name of the Board, the honor to be, Sir,

Your Excellency's most obedient humble Servant,

JAMES ROBERTSON.

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